November/December 1991

# METRO Magazine

C1575-3

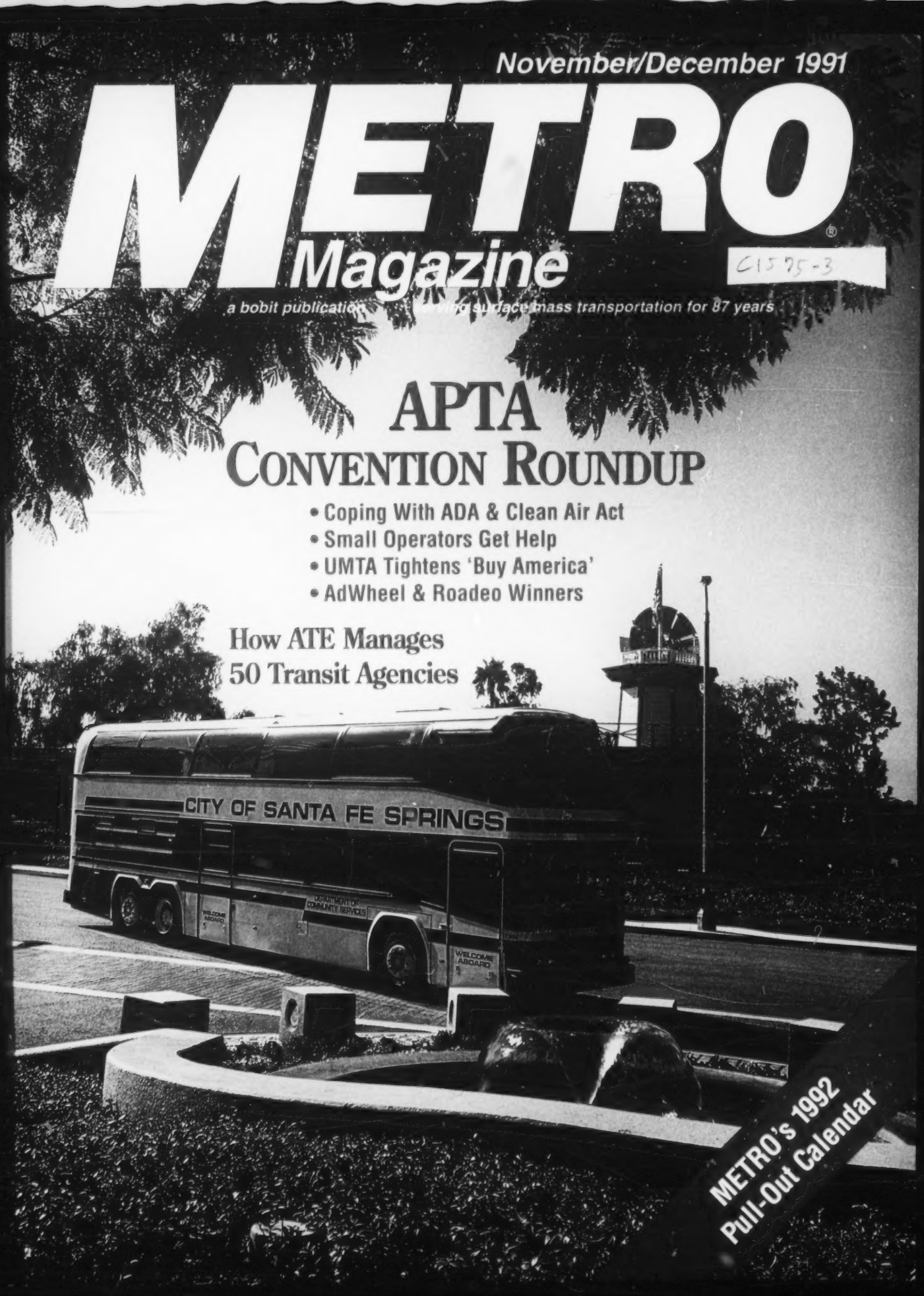
a bobit publication

Serving surface mass transportation for 87 years

## APTA Convention Roundup

- Coping With ADA & Clean Air Act
- Small Operators Get Help
- UMTA Tightens 'Buy America'
- AdWheel & Roadeo Winners

## How ATE Manages 50 Transit Agencies




METRO's 1992 Pull-Out Calendar

# METRO Magazine

a bobit publication serving surface mass transportation for 87 years

Vol. 87 No. 7

NOVEMBER / DECEMBER 1991

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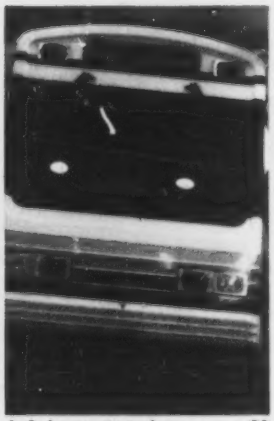

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*Cover photo by John Krussink of Neoplan USA Corp.'s double-decker community bus in Santa Fe Springs, Calif.*

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Member:

American Public Transit Association

APTA

United Bus Owners of America

ABA American Bus Association

ABP

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## Robots work in new LIRR shop

**Seventeen robots like the automated guided vehicle pictured help workers at the new maintenance complex for the Long Island Rail Road. Workers can request parts weighing up to two tons from 72 computer terminals. The robot then retrieves the part from storage and delivers it. The robot operates on three miles of guideway. The $381 million facility replaces two turn-of-the-century electric car repair shops. It will work on LIRR's 1,000 cars, which are inspected every 92 days. Yearly, 156 cars will be overhauled. The facility is on 30 acres. The car shop can hold 60 cars and has elevated tracks. The yard holds 102 cars.**

# Hey, buddy, can you spare $150 billion for transportation?

The Los Angeles County Transportation Commission's (LACTC) revised version of its 30-year transportation plan for the region calls for $150 billion — $10 billion more than previously earmarked.

The plan calls for several rail extensions, electric trolley buses, HOV lanes, 68 percent more buses and other improvements. All new and replacement buses would run on methanol.

The plan is still being worked on by a number of agencies, but so far falls about 50 percent short of environmental goals set by the region's air quality plan.

● LACTC hopes to revive a high-speed rail project of about 70 miles through a public-private venture. The project had earlier stalled on revenue projections insufficient to cover costs.

● The first pair of Metro Red Line cars has arrived from Italy and are being tested in Pueblo, Colo. The Red Line subway is scheduled to open in September 1993. The $1.5 million cars, manufactured by Breda Construction Ferroviarie Ltd., have a maximum load of 300 passengers.

● The Southern California Rapid Transit District has settled with three unions, averting a strike by bus drivers. The unions represent more than 7,000 RTD workers. They will get an average increase of 4.5 percent in wages and benefits each of the next three years.

## Keep your trolleys, consultant tells Dayton

A consultant has told the Miami Valley Regional Transit Authority in Dayton, Ohio, cleaner air and the rising cost of pollution control warrant keeping its trolley buses.

Booz Allen & Hamilton Inc. said in a preliminary report of its three-month study that Dayton can afford to keep the trolleys because to abandon them would cost $5 million alone. The diesel buses that would replace them will no longer be available by the end of the century because they will not meet clean-air requirements, one of the consultants reportedly said.

The agency had planned to phase out its 82 miles of trolley lines next year, but the city asked it to reconsider and the consultant was hired.

## 1991 Top Transit Bus Fleet Gainers

| Agency | % Buses Above '90 | No. Buses Above '90 |
|---|---|---|
| 1. Orange County (CA) TA | 74 | 327 |
| 2. Dallas Area Rapid Transit | 37 | 270 |
| 3. Seattle Metro | 18 | 195 |
| 4. Wahington (DC) Metro TA | 10 | 159 |
| 5. MARTA (Atlanta) | 18 | 120 |
| 6. Utah TA | 17 | 76 |
| 7. Capital Metro TA (Austin, TX) | 28 | 60 |
| 8. Calgary Transit | 11 | 54 |
| 9. San Francisco Muni | 9 | 43 |
| Metro TA of Harris County (Houston) | 4 | 43 |

**Chart shows gain in percentage and number of buses from 1990 to 1991 of American and Canadian transit fleets as listed in METRO Magazine's Largest 100 Transit Bus Fleets in the September/October issue. The top gainer, the Orange County Transit Authority in California, is a new agency created from the old Orange County Transit District and several smaller agencies. These top 10 gainers increased fleet size a total of 1,347 buses in 1991.**

## ElDorado to buy National Coach assets

ElDorado Bus (EBC) Inc. of Salina, Kan., has agreed to acquire certain assets of National Coach Corp. of Chino, Calif.

National, manufacturer of specialty passenger vehicles for shuttle, tour and transit, has filed for protection under Chapter 11 of the Bankruptcy Code. The planned acquisition is subject to approval of the Bankruptcy Court.

"We plan to continue production of certain parts of the National product line," says Clare G. Wentworth, ElDorado president. "We plan to run that facility in Chino."

Wentworth says ElDorado has

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# METRO Magazine

'91-'92

# FACT BOOK

## BUYER'S DIRECTORY & INDUSTRY STATISTICS

Industry Data
Bus & Chassis Manufacturers
Components & Services
Railcar Manufacturers
Consultants
Editorial Index

# METRO Magazine

a bobit publication — serving surface mass transportation for 87 years

BOBIT PUBLISHING

Vol. 87 No. 6

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*Cover design by Andrea Sholer.*

## ANNUAL FACT BOOK 1991-92
### (PUBLISHED IN THE FALL QUARTER)

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Member:

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# INDUSTRY DATA

## State Transit Funding Outstrips Federal

**Map shows UMTA grants for all programs for FY90 in bold, and state funding for public transportation for FY90 in italics. All numbers are in millions and rounded off. UMTA grants for FY90 totaled $3 billion, down from $3.2 billion the previous year. State funding for FY90 totaled $4.8 billion. For FY91 UMTA estimates $3.2 billion for all programs. For FY1961-91 the total for all UMTA programs was $62.8 billion. UMTA appropriations in FY61 were $42.5 million. The first billion-dollar UMTA appropriation was in FY73, exactly $1 billion. The largest UMTA appropriation was in FY81, $4.7 billion. NOTE: Stark-Harris grant of $84.8 million for Washington, D.C., not included in map. SOURCE: UMTA, American Association of State Highway and Transportation Officials.**

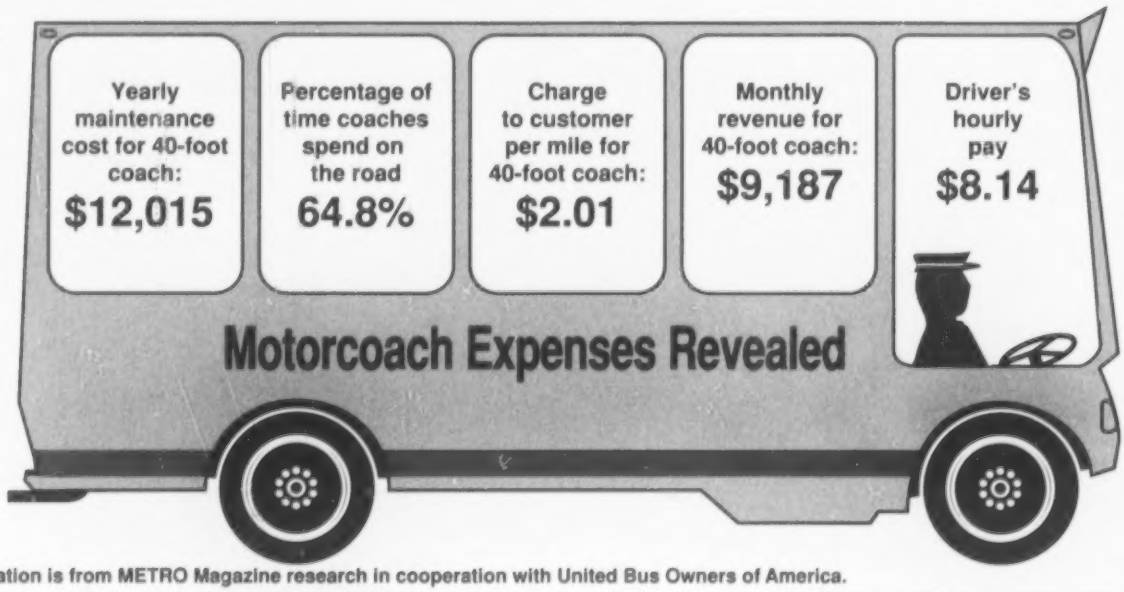
## UMTA Grants Program Appropriations FY90

| | |
|---|---|
| Section 3 | $982 |
| Section 8 | $44 |
| Section 9, 9B | $1,624 |
| Section 16(b)(2) | $35 |
| Section 18 | $66 |
| RTAP | $5 |
| Interstate Transfer | $160 |
| Stark-Harris | $85 |
| Research and Training | $10 |
| Administration | $32 |
| University Transp. Centers | $5 |
| **TOTAL** | **$3,047** |

**Numbers are in millions rounded off. Section 3 is discretionary grants from the secretary of transportation; Section 8, planning and technical studies; Section 9, formula grants for urban areas; Section 16(b)(2), grants and loans for the elderly and handicapped; Section 18, formula grants for nonurban areas; RTAP, Rural Transportation Assistance Program; and Stark-Harris, for Washington, D.C.**

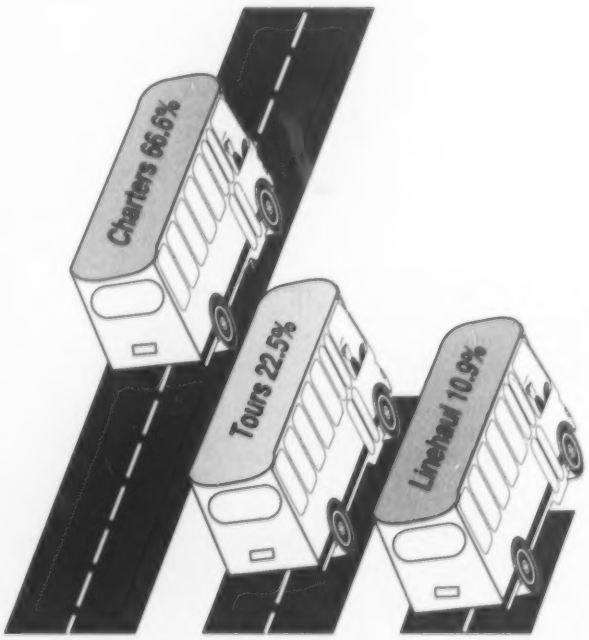
**← Circle 107 on METRO Action Card**

# Private Bus Companies



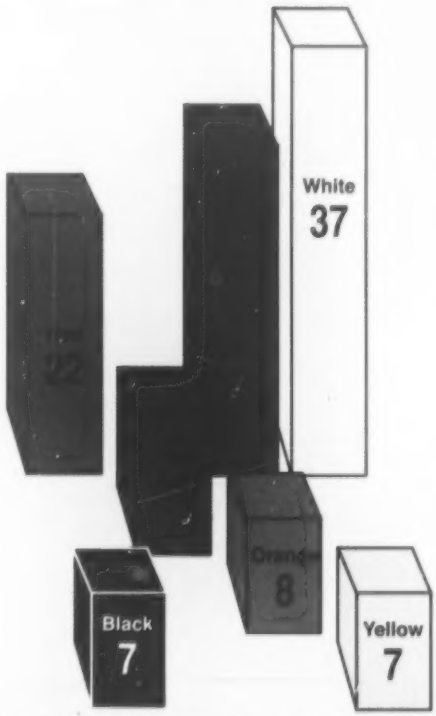

Information is from METRO Magazine research in cooperation with United Bus Owners of America.

## Charters are Bulk of Business for Private Operators




Percentage of time private bus companies spend in the three main segments of their business. SOURCE: METRO Magazine research in cooperation with United Bus Owners of America.

## Hooray for the White, Blue and Red!




These are the favorite colors for private buses. The figures represent the number of times each color was mentioned when private motorcoach operators were asked the colors of their buses. Often, the colors were part of two- or three-color buses. Other colors mentioned in the survey were: gold, 6; gray, 5; tan and burgundy, 2 each; and brown, rust, turquoise, purple and cranberry, 1 each. SOURCE: METRO Magazine research in cooperation with United Bus Owners of America.

# Railcar

## Federal Subsidy Dips for New Railcar Purchases

The federal government obligated $117 million for new railcar purchases in FY90, down from $338 million in FY89. That included partial funding for 29 of the electric commuter railcars listed in the FY90 column in the chart. Uncle Sam provided an additional $88 million in FY90 for renovating railcars, down from $226 million in FY89. However, new funding sources such as local investment and dedicated local taxes are being used for new rail projects. TQ is "transitional quarter" when fiscal year months changed. SOURCE: UMTA.

| FY | Rapid Transit | Light Rail | Commuter Electric | Commuter Diesel | Locomotives | People Mover | Total |
|---|---|---|---|---|---|---|---|
| 1965 | 64 | 0 | 0 | 0 | 0 | 0 | 64 |
| 1966 | 400 | 0 | 0 | 0 | 0 | 0 | 400 |
| 1967 | 0 | 0 | 35 | 0 | 0 | 0 | 35 |
| 1968 | 226 | 0 | 144 | 0 | 0 | 0 | 370 |
| 1969 | 260 | 0 | 123 | 0 | 0 | 0 | 383 |
| 1970 | 0 | 0 | 309 | 0 | 0 | 0 | 309 |
| 1971 | 0 | 80 | 237 | 0 | 0 | 0 | 317 |
| 1972 | 420 | 0 | 64 | 25 | 0 | 0 | 509 |
| 1973 | 650 | 150 | 15 | 36 | 13 | 0 | 864 |
| 1974 | 200 | 45 | 170 | 5 | 2 | 0 | 422 |
| 1975 | 140 | 0 | 160 | 20 | 0 | 0 | 320 |
| 1976 | 0 | 0 | 58 | 50 | 22 | 0 | 130 |
| TQ | 71 | 0 | 0 | 0 | 8 | 0 | 79 |
| 1977 | 320 | 48 | 50 | 2 | 9 | 0 | 429 |
| 1978 | 125 | 141 | 0 | 90 | 23 | 0 | 379 |
| 1979 | 326 | 0 | 0 | 91 | 19 | 0 | 436 |
| 1980 | 16 | 26 | 36 | 0 | 0 | 0 | 78 |
| 1981 | 204 | 26 | 0 | 80 | 7 | 0 | 317 |
| 1982 | 414 | 55 | 8 | 48 | 24 | 0 | 549 |
| 1983 | 50 | 26 | 0 | 15 | 0 | 0 | 91 |
| 1984 | 128 | 50 | 0 | 0 | 22 | 0 | 200 |
| 1985 | 76 | 0 | 0 | 0 | 0 | 0 | 76 |
| 1986 | 135 | 0 | 0 | 37 | 6 | 0 | 178 |
| 1987 | 0 | 26 | 0 | 0 | 7 | 0 | 33 |
| 1988 | 100 | 2 | 0 | 0 | 0 | 0 | 102 |
| 1989 | 133 | 31 | 90 | 15 | 6 | 15 | 290 |
| 1990 | 67 | 0 | 37 | 30 | 3 | 0 | 137 |
| TOTAL | 4,525 | 706 | 1,536 | 544 | 171 | 15 | 7,497 |

Chart shows number of federally-subsidized railcars.

## Railcar Orders 1985-91

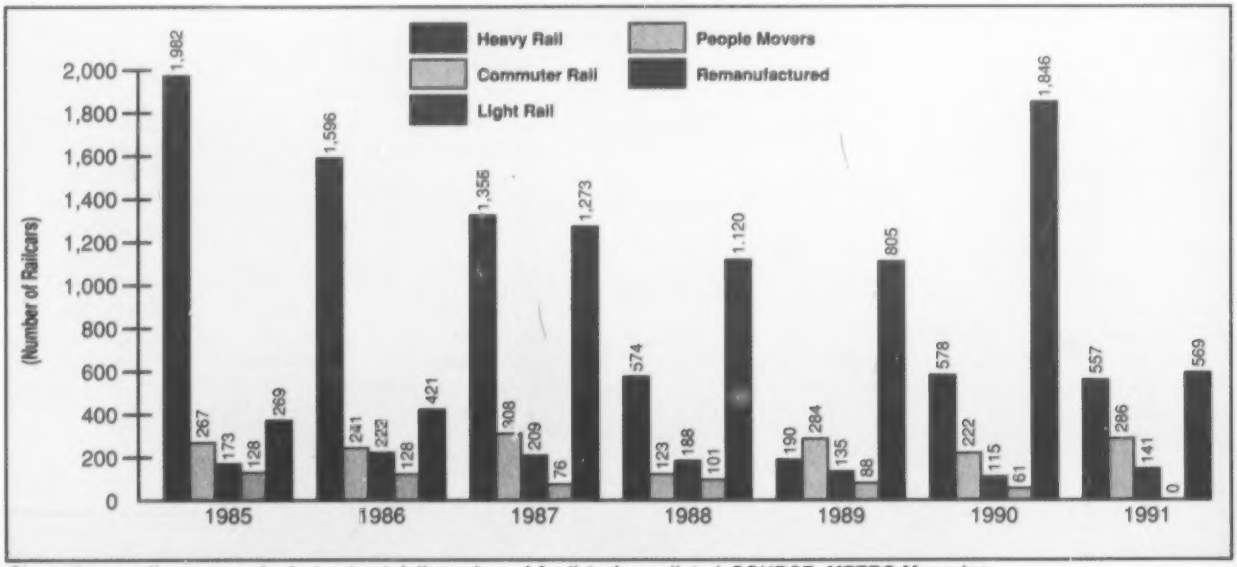



Chart shows railcars on order but not yet delivered as of April 1 of year listed. SOURCE: METRO Magazine.

# Transit

## UMTA Funds Variety Of Vehicles

Chart does not include federal funding under two programs: Section 16(b)(2) is for private, nonprofit groups which serve the elderly and handicapped. For FY90 that program amounted to $35 million nationally and included 1,435 vehicles, 668 with lifts or ramps. Nor does the chart include Section 18, for rural areas. For FY90 that program obligated $14 million nationally, including the purchase of 20 standard buses, 102 small buses, 301 vans and 40 station wagons and sedans. Before 1985 electric trolleys were included with standard buses. TQ is "transitional quarter" when fiscal year months changed. SOURCE: UMTA.

## New Federal Transit Bus Commitments

| FY | TOTAL | 35' & 40' Standard | Less Than 35' | Vans | Articulated | Electric Trolley |
|---|---|---|---|---|---|---|
| 1965 | 358 | 266 | 92 | 0 | 0 | N/A |
| 1966 | 1,100 | 951 | 159 | 0 | 0 | N/A |
| 1967 | 311 | 216 | 95 | 0 | 0 | N/A |
| 1968 | 637 | 525 | 112 | 0 | 0 | N/A |
| 1969 | 501 | 416 | 85 | 0 | 0 | N/A |
| 1970 | 1,487 | 1,435 | 52 | 0 | 0 | N/A |
| 1971 | 2,521 | 2,296 | 225 | 0 | 0 | N/A |
| 1972 | 3,502 | 3,235 | 267 | 0 | 0 | N/A |
| 1973 | 4,072 | 3,599 | 473 | 0 | 0 | N/A |
| 1974 | 5,816 | 5,026 | 634 | 6 | 150 | N/A |
| 1975 | 4,426 | 3,755 | 586 | 25 | 60 | N/A |
| 1976 | 3,318 | 2,926 | 181 | 73 | 138 | N/A |
| TQ | 359 | 264 | 81 | 14 | 0 | N/A |
| 1977 | 3,798 | 3,264 | 410 | 74 | 50 | N/A |
| 1978 | 3,992 | 3,408 | 423 | 141 | 20 | N/A |
| 1979 | 2,939 | 2,168 | 399 | 323 | 49 | N/A |
| 1980 | 4,223 | 3,230 | 492 | 236 | 265 | N/A |
| 1981 | 4,611 | 3,406 | 399 | 290 | 516 | N/A |
| 1982 | 3,250 | 2,490 | 500 | 63 | 197 | N/A |
| 1983 | 2,863 | 2,131 | 254 | 248 | 230 | N/A |
| 1984 | 2,475 | 1,609 | 434 | 343 | 89 | N/A |
| 1985 | 3,051 | 2,139 | 485 | 306 | 97 | N/A |
| 1986 | 3,666 | 2,560 | 595 | 426 | 11 | 74 |
| 1987 | 3,641 | 2,673 | 395 | 439 | 76 | 58 |
| 1988 | 3,410 | 1,976 | 697 | 565 | 114 | 58 |
| 1989 | 3,343 | 2,206 | 434 | 591 | 37 | 75 |
| 1990 | 3,685 | 2,236 | 663 | 718 | 52 | 16 |
| **TOTAL** | **77,355** | **60,406** | **9,622** | **4,881** | **2,151** | **281** |

Chart shows number of vehicles.

## U.S. Public Transit Continues Rapid Growth

| Calendar Year | Number of Transit Systems | Total Transit Vehicles Owned and Leased | Vehicle Miles Operated (Millions) | Unlinked Passenger Trips (Millions) |
|---|---|---|---|---|
| 1945 | 29 | 14,609 | - | - |
| 1950 | 36 | 24,570 | - | - |
| 1955 | 39 | 22,011 | - | - |
| 1960 | 58 | 23,738 | - | - |
| 1965 | 88 | 29,592 | - | - |
| 1970 | 159 | 40,778 | 1,280 | 5,646 |
| 1975 | 333 | 51,964 | 1,706 | 6,275 |
| 1980 | 576 | 64,128 | 1,939 | 7,741 |
| 1985 | 1,435 | 79,443 | 2,496 | 8,335 |
| 1990 | 1,580 | 86,430 | 3,057 | 8,493 |

**U.S. transit was a $14.8 billion industry in 1989. That's the amount public transit collected in revenue ($6.3 billion) and federal, state and local aid ($8.5 billion). The $14.8 billion total has climbed steadily every year since 1975, when it was $3.4 billion. However, the industry actually spent $18 billion in 1989. The difference between revenue and expenses is due to several factors including bookkeeping methods. Passenger revenue was 37 percent of total revenue in 1989; in 1975 it was 54 percent. Uncle Sam provided 5.9 percent of operating assistance in 1989. That percentage has fallen steadily since 1980, when the federal government provided 17.3 percent. The U.S. transit agency fleet had 96,726 passenger vehicles in 1989 including 60,250 buses, 755 light rail, 10,506 heavy rail, 4,472 commuter rail, 725 trolley buses and 18,942 demand response vehicles. Data in the chart is for all systems owned by governments or authorities and those managed by private companies under contract to governments and authorities, and excludes some smaller vehicles. Data before 1985 excludes commuter railroads, urban ferry boats (21 systems in 1990), demand response and some systems in non-urbanized areas. SOURCE: APTA.**

# Bus Production in Selected Countries

| Year | Czech. | East Germany | France | Japan | Korea | UK | USA | USSR | West Germany | Yugo. |
|---|---|---|---|---|---|---|---|---|---|---|
| 1965 | 1,381 | NA | 2,525 | 19,348 | 0 | 17,974 | 358 | 35,507 | 7,297 | 2,287 |
| 1966 | 1,372 | NA | 2,862 | 20,885 | 0 | 24,231 | 1,110 | 38,200 | 8,524 | 1,984 |
| 1967 | 1,551 | NA | 2,787 | 27,383 | 236 | 18,224 | 311 | NA | 8,868 | 2,745 |
| 1968 | 2,227 | NA | 2,733 | 38,598 | 942 | 18,537 | 637 | NA | 10,740 | 2,991 |
| 1969 | 2,527 | NA | 3,124 | 41,842 | 1,982 | 23,322 | 501 | NA | 12,713 | 2,750 |
| | | | | | | | | | | |
| 1970 | 2,602 | 2,587 | 3,108 | 46,566 | 3,803 | 23,234 | 1,487 | 47,363 | 14,692 | 4,493 |
| 1971 | 2,779 | NA | 3,554 | 34,596 | 3,063 | 26,518 | 2,521 | 49,400 | 12,245 | 3,144 |
| 1972 | 2,852 | NA | 3,262 | 33,809 | 2,581 | 30,163 | 36,376 | 52,000 | 15,059 | 6,602 |
| 1973 | 3,014 | NA | 3,596 | 41,291 | 3,494 | 30,436 | 42,348 | 56,000 | 15,940 | 4,328 |
| 1974 | 2,052 | NA | 3,764 | 45,819 | 3,945 | 33,667 | 46,143 | 61,000 | 18,476 | 4,154 |
| | | | | | | | | | | |
| 1975 | 2,225 | 2,465 | 3,396 | 38,105 | 3,808 | 35,643 | 32,012 | 66,994 | 19,218 | 5,040 |
| 1976 | NA | NA | 3,790 | 42,139 | 3,468 | 33,176 | 31,110 | 70,058 | 20,112 | 4,368 |
| 1977 | NA | NA | 3,165 | 48,496 | 5,453 | 27,633 | 28,276 | 74,610 | 18,310 | 5,109 |
| 1978 | 2,854 | NA | 3,683 | 56,119 | 7,279 | 23,042 | 28,485 | 77,386 | 14,585 | 5,401 |
| 1979 | 3,401 | NA | 3,329 | 82,581 | 12,307 | 25,531 | 33,301 | 79,200 | 16,040 | 6,178 |
| | | | | | | | | | | |
| 1980 | 3,678 | 2,870 | 3,084 | 91,588 | 12,053 | 21,572 | 38,669 | 85,200 | 17,355 | 4,933 |
| 1981 | 3,015 | 3,041 | 2,816 | 102,835 | 13,358 | 12,444 | 31,813 | 86,900 | 17,108 | 4,151 |
| 1982 | 3,662 | 2,469 | 2,610 | 66,990 | 20,931 | 13,107 | 25,372 | 85,700 | 14,150 | 3,880 |
| 1983 | 3,150 | NA | 2,566 | 55,948 | 25,594 | 15,616 | 31,853 | 86,000 | 13,271 | 4,083 |
| 1984 | 3,240 | 1,600 | 2,633 | 72,209 | 26,554 | 16,499 | 38,013 | 85,400 | 9,461 | 3,774 |
| | | | | | | | | | | |
| 1985 | 3,386 | 1,695 | 2,987 | 79,591 | 29,090 | 16,027 | 35,267 | 86,100 | 10,867 | 4,649 |
| 1986 | 3,539 | 1,626 | 2,822 | 42,342 | 36,386 | 12,300 | 42,584 | 84,000 | 10,633 | 5,103 |
| 1987 | 3,350 | 1,626 | 2,556 | 49,987 | 56,431 | 13,995 | 42,511 | 90,000 | 9,474 | 4,943 |
| 1988 | 3,344 | 1,790 | 2,434 | 57,413 | 68,904 | 16,500 | 44,209 | 85,000 | 10,297 | 4,734 |
| 1989 | 3,201 | NA | 2,679 | 7,179 | 80,181 | 14,858 | 44,051 | 88,800 | 9,873 | 4,914 |
| **TOTALS** | **96,262** | **21,769** | **24,448** | **80,365** | **420,921** | **544,269** | **669,318** | **1,570,818** | **335,308** | **106,738** |

The 10 selected countries reported 3.8 million buses manufactured from 1965 to 1989. For the United States, figures for 1965 through 1971 are for public transit buses only; figures for 1972 through 1977 include public transportation and school buses; figures for 1978 through 1989 include public transit and school buses and motorcoaches. SOURCE: Motor Vehicle Manufacturers Association of America Inc., UMTA, foreign national associations, METRO Magazine, SCHOOL BUS FLEET magazine and other sources.

# NOTE

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20, 37

January/February 1992

# METRO Magazine

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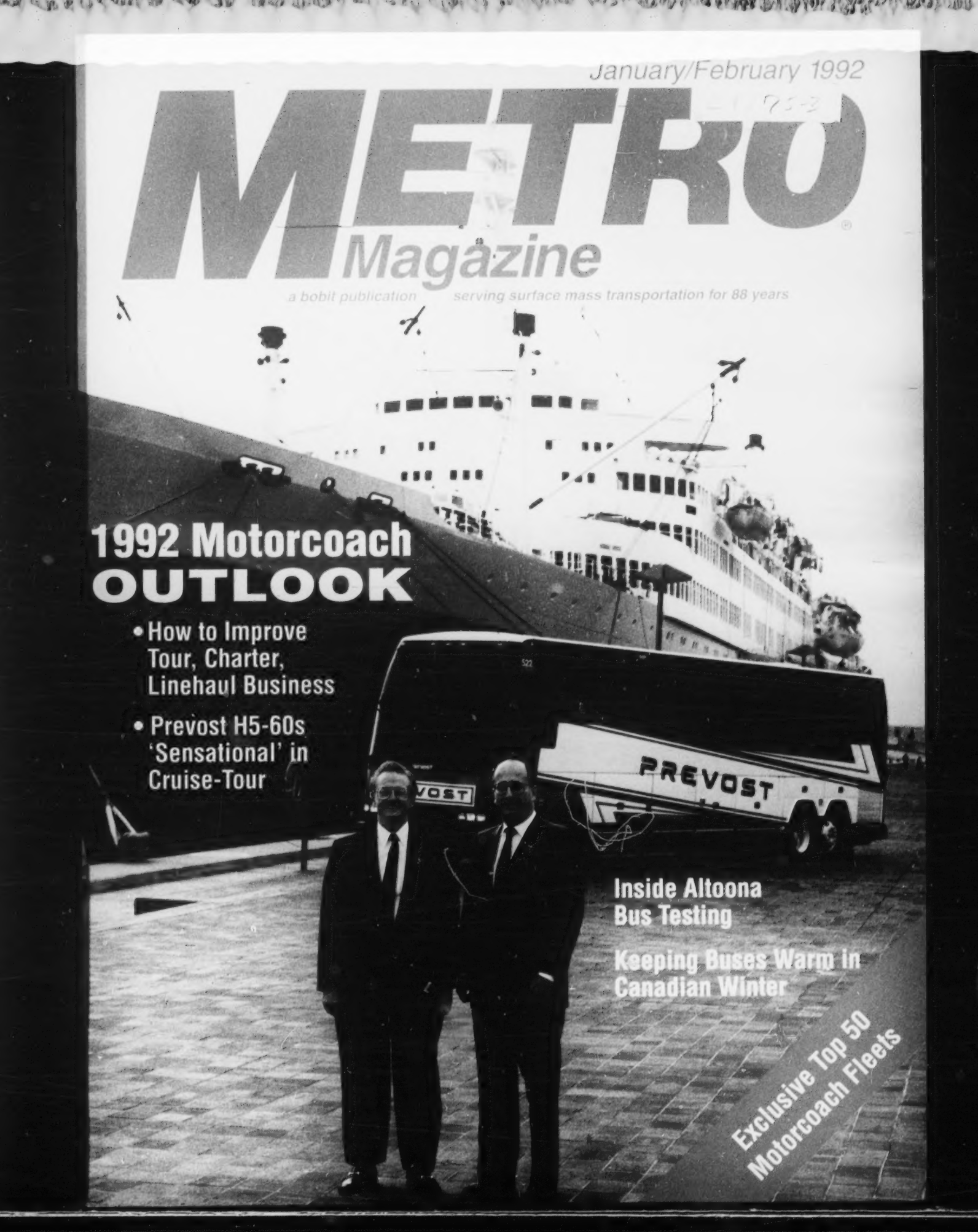


## 1992 Motorcoach OUTLOOK

- How to Improve Tour, Charter, Linehaul Business
- Prevost H5-60s 'Sensational' in Cruise-Tour

Inside Altoona Bus Testing

Keeping Buses Warm in Canadian Winter

Exclusive Top 50 Motorcoach Fleets

# METRO Magazine

a bobit publication — serving surface mass transportation for 89 years

BOBIT PUBLISHING

Vol. 88 No. 1

How to boost motorcoach profit ..... 8

Prevost finds success in Yukon ..... 22

Keeping buses warm in winter ..... 26

*Cover photo by Serge Tremblay of A. Kirk Lanterman (left), president and CEO of Holland America Line-Westours Inc., and Andre Normand, president and CEO of Prevost Car Inc.*

## JANUARY / FEBRUARY 1992

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# Motorcoach Operators Hustle, Find Ways to Boost Profit

## Private bus companies keep ahead with new ideas for tours, linehaul, charters and freight.

BY LENNY LEVINE

Although that ribbon of highway coursing through the soul of motorcoach operators historically has been littered with roadblocks, they are finding ways to break through.

More roadblocks are being added; fresh ideas knock them down and keep profit up. The outlook for 1992 is encouraging, industry insiders say. But it requires some hustling. Here's what can be done.

"Things look more positive now than they did at the start of 1991," says George T. Snyder, executive vice president and CEO of the American Bus Association (ABA). "There's no Persian Gulf crisis, for one thing. Sure, some operators have folded up their tents, for many reasons. But those with more ingenuity" are staying afloat.

Snyder says a trend in the industry is that tour operators are finding more success with shorter trips — three or four days — than they had been with trips of seven to 10 days. He also sees opportunities for more coach travel to Mexico and Canada and a big opportunity for many coach operators at a big event later this year. More on that later.

*When he was in diapers, back in the mid-'50s, Leon Pierce's folks fashioned him a crib in the luggage rack of an old Flxible.*

*That way they could babysit while making linehaul runs on the plains of North Dakota for Lake of the Woods Bus Line. The company had been around since 1921.*

**In April 1955 Leon Pierce (top) in the arms of his mother, Luaine, was already familiar with buses. With them is his godmother, Ruth Gallagher. Today (right) he runs the company.**

There are opportunities for motorcoach operators — and motorcoach builders — resulting from the new surface transportation reauthorization bill.

"The 45-foot buses (allowed now in all states under the bill) will be a boon for owners and builders," says Wayne Smith, executive director of the United Bus Owners of America (UBOA). "We did well in the new bill."

Smith says other portions of the bill benefiting the coach industry are that the diesel gas tax remains intact and the $20 million allocation for rural transportation.

He also notes limousine companies are buying more buses. "The guys who didn't have buses are buying minibuses," Smith says, "and the guys who had mini-buses are now buying coaches."

*When he was several years removed from his luggage-rack crib, Leon Pierce remembers being up at 10 at night with his dad repairing buses.*

*"We'd fix all night, drive all day," Pierce says. "We had old Flxibles back then. Couldn't afford to buy a new one. So we had to buy somebody else's worn out one. We'd fix it for three months before we could drive it."*

The ABA's Snyder expects the "paperwork mess" coach operators face getting insurance to run tours in Mexico to be resolved by mid-year, easing travel in that country.

And "there have been no problems lately in Canada," Snyder says. "Entrance and exit has been easy. We got a lot of concessions on the (Canadian) Goods and Services Tax. It's now a small percentage of our costs. The

Canadian government bent over backwards for us on that one."

Snyder notes one huge opportunity for motorcoach tours this year is AmeriFlora '92, April 20 to Oct. 12 in Columbus, OH, celebrating the 500th anniversary of the city's namesake's first trip to the New World. The event will be on 88 acres with theme gardens, waterfalls, lagoons, exhibits from 15 nations, music, entertainment, shopping bazaars and food from around the world.

Snyder says shorter trips are successful

"It's a World's Fair," Snyder says. "Three million to four million visitors are expected in 180 days, but it should be five million to seven million if it's properly promoted."

Snyder calls the event "a hidden bright spot that people don't know about." ABA members have already bought 50,000 tickets to the event, he says, and it really hasn't been promoted yet. If experiences from similar past events hold true, two million could end up going to AmeriFlora by motorcoach, Snyder says. "It's a safe area of the country to be in," he says. "It will provide a lift for the motorcoach industry."

*Lake of the Woods Bus Line became Highway 2 Express which became Star Bus Lines Inc. in Grand Forks, ND. It merged with Triangle Transportation Co. Inc., just across the Red River in East Grand Forks, MN. Leon Pierce, now 37, is still hanging around those buses. He just bought the business from his folks.*

*"Yeah, I'm the president," Pierce says. "I'm also the vice president, secretary and treasurer." He has 23 employees but still repairs buses himself, sometimes drives them and puts in 80-hour weeks, Saturday and Sunday included.*

*Moss is not growing under his feet or around his brain. Pierce has done things to improve his coach business and is working on others. "It's the '90s, not the '50s," he says matter-of-factly.*

Stephen Sprague, UBOA's vice president for government affairs, says 1992 should open on a more positive note than 1991.

"A year ago coach operators found business (transporting troops)," Sprague says, but we paid more for fuel. In the first half of 1991 there was uncertainty about travel, but we don't face that now."

The recession, he says, "has been a mixed blessing for motorcoach people. The recession holds down travel, but people are finding better bargains in motorcoaches."

The biggest challenge facing motorcoaches this year, Sprague says, is that their prices "don't rise fast enough in relation to everything else. And that has been true for a couple of decades."

UBOA will try to enhance that image and help with marketing techniques, he says.

"We're asking operators to sit down with a worksheet and figure it all out ahead of time," Sprague says. "Do some cost analysis before setting prices. Coach operators have become accustomed to offering cheap travel to be competitive" when perhaps they didn't have to. The motorcoach is very competitive with other travel options, Sprague says.

Sprague says motorcoach travel is a bargain.

"We can expand our own standing in the community," he says. "Many operators are making sacrifices to offer luxury travel that is affordable."

*"I guess what I've changed is that I've started working with tour companies," Leon Pierce says. "It has opened up doors for me.*

*"I now do motorcoach tours all over the United States. I've got some of Greyhound's old business. In the winter I run tours to Florida and Texas. In summer I run tours to the Canadian Rockies, Nashville, back East. These tours are up to 25 days. I pick up people primarily from Fargo and Grand Forks."*

| Should 45-Foot Coaches Be Legal in All States? | | |
|---|---|---|
| Yes | No | No Opinion |
| 77% | 7% | 16% |

**They got their wish. The question was asked of motorcoach operators by METRO Magazine in a survey done in cooperation with United Bus Owners of America while the new transportation reauthorization was still working its way through Congress. The bill allows 45-foot coaches in all states, superseding state laws which forbid them. They had been allowed in only about 17 states before.**

*Pierce has five GMs and five MCIs, two of them brand new. He ran 260,000 miles last year in charters, 630,000 miles in routes. One new route he recently developed has been successful.*

Uncertainties have put parts of the industry on hold. UBOA's Sprague says the recession dampens equipment purchases, as does the government study due in two years on how motorcoaches must conform to the Americans With Disabilities Act.

Mexico, Sprague says, should be a boon to coach operators, especially early this year, and "it will take a handful of operators to prove that it works." Here's how it could work, Sprague says, for operators who want to give a "Third World experience" to their customers:

Some motorcoach operators near the border see themselves as "collectors." They can "fold" tours from elsewhere into one of their packages. An operator from Texas, say, could add that additional trip to Mexico for snowbird travel. He could work with another operator from, say, Minnesota.

*Leon Pierce has taken over the depot in Grand Forks and begun a new route to Winnipeg, 150 miles away. He makes one round trip seven days a week.*

*"I need 14 people a day to make a little money on the trip," Pierce says. "We're getting a few more than 14."*

*When the new run began in the fall, Pierce did a lot of the driving himself. He has other runs, to places such as Bismarck, Minot, Duluth, Fargo, International Falls. He also runs many short tours into Minneapolis.*

*And he is working on a plan, a natural for his network, which he hopes will increase his profit margin.* →

This year's *METRO Magazine* Top 50 Motorcoach Fleet Survey (page 18) reveals North American fleets slightly pared.

The Top 50 last year had 9,805 coaches. This year's total was 9,501. (Last year's survey included 51 coach companies because two tied for 50th place. This year's survey included 53 companies because four tied for 50th place.)

Much of the loss in the total number of buses of the 50 largest fleets this year can be attributed to Greyhound Lines Inc. — still in top spot with 2,381 coaches — but with 319 fewer than last year. Other companies in the Top 50 added coaches, others pared fleets. Those which had smaller fleets decreased a total of 687 buses. Those with larger fleets increased a total of 325 buses.

Companies responding to the survey say they plan to buy 259 buses this year, although most companies had not yet decided on bus purchases for 1992.

Last year's cutoff for the Top 50 was 62 buses; this year it was 56. But there are many more coaches out there.

The United States has about 67,000 private buses, according to Dan Hartman, special programs manager for the Federal Highway Administration. He says that figure is from state registration tabulations in 1985-86, but the figure is "pretty close to that today."

UBOA's Smith notes there are about 3,000 private bus companies. The "average fleet," he says, has five buses.

*"The idea is to get volume up," Leon Pierce says. "I'm trying to increase my freight business."*

*His "freight" is a marketing idea he's working on. He calls it the "Triangle Busvelope."*

*"Look, I've got this network anyway," Pierce says. "My buses are going there anyway. The Busvelope will be the size of a manila envelope. I cover every major city in North Dakota. I can haul the Busvelope for $2.50, collect them at one of my 50 depots. I can compete with UPS. I can haul it everywhere I go. And for most of my system I can get it there the same day."*

*His 50 depots are the restaurants, drug stores and flower shops along his routes, although in the larger cities are small passenger terminals.*

*Pierce is sending out for bids on his project and mailing post cards to area business which could use his Busvelope.*

*"The buses are going there anyway," Pierce says. "If I can haul 200 Busvelopes..."*

Major concerns of respondents to this year's Top 50 Survey were the

## ABA publishes book on escorting tours

The American Bus Association has published a book to help those escorting coach tours.

*A Coach Full of Fun — A Handbook for Tour Escorts* is by Jeane S. Klender, who has led tours in the United States and Canada. The book has 193 pages.

For more information phone Mary Jo Shapiro at 202/842-1645.


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economy and government regulation. *METRO's* questionnaire asked: "Please tell us what the greatest challenge will be in 1992 for private motorcoach operators." Here's what some had to say:

"Competing with our public transportation provider (NJ Transit). They haven't raised their fares for two years and this places us in difficult competitive posture." — Frank P. Gallagher, Community Coach Inc., Passaic, NJ.

"Meeting the Clean Air Act standards. Maintaining the training and certification requirements on our mechanics. Rebuilding older coaches as an alternative to progressively decreasing capital equipment budget." — Marc Carroll, EG&G Idaho Inc., Idaho Falls, ID.

"With a shrinking market and declining rates, the greatest challenge is to have easily understood data, readily available, on our real cost to provide services. The current marketplace in Ontario is such that the risk is too high to live with any margin of error. I see these times as being educational." — Jim Devlin, Trentway-Wagar Inc., Peterborough, ON.

"Riding out the East Coast slump in economy; when unemployment rises, commuter passenger count drops." — George H. Carey Jr., Lakeland Bus Lines Inc., Dover, NJ.

"To continue the company's drive for better and better customer service and regain those passengers lost during Canada's worst recession in years." — Roger Pike, Greyhound Lines of Canada Ltd., Calgary, AB.

"Our greatest challenge will be overcoming the problems with the economy, as it deals directly with the dollars spent in the corporate markets for meetings and conventions." — Michael P. Solomon, Gray Line of Fort Lauderdale, Fort Lauderdale, FL.

*"Yes, this year will be better than 1991," Leon Pierce says. "We're already working on it. Lots of tours are already booked."*

*"Look, you've got to get late-model buses," he says. "Good, clean equipment is a must." His new buses have VCRs.*

*He continues a legacy that for him began when he was in diapers and slept in a luggage rack. "My boys went on a charter with me one time and the little one slept up there," Pierce recalls. "The little one (now 11) still hangs around Dad some, but not as much as I did. When I was a kid there was no hockey. The kids are very busy now."*

*"My boys will go to college," Pierce says, but not into the bus business.*

*"I can survive," Pierce says, "but I've got to keep my nose to the grindstone."* M

## Coach operator donates use of buses

Pawtuxet Valley Bus Lines in West Warwick, RI, has donated the use of 15 buses so schoolchildren can participate in cultural events.

"Our intent at the outset was to give back to the students and the community at-large ... the opportunity to keep arts and culture a part of the curriculum," says Stephen Archambault, company vice president.


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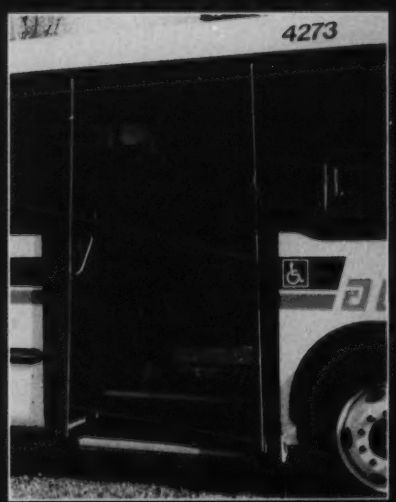


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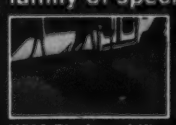
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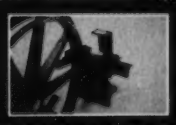
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# *METRO'S* 1992 Top 50 Motorcoach Fleet Survey

| RANKING 1992 | 1991 | COMPANY NAME LOCATION | TOTAL COACH | LARGE COACH | SMALL COACH | ESTIMATED PURCHASE IN 1992 | ± 1991 |
|---|---|---|---|---|---|---|---|
| 1 | 1 | Greyhound Lines Inc.<br>Dallas, TX | 2381 | 2381 | 0 | - | -319 |
| 2 | 2 | Academy Lines Inc.<br>Hoboken,NJ | 455 | 450 | 5 | 15 | 1 |
| 3 | 4 | Robert's Hawaii Inc.<br>Honolulu, HI | 421 | 341 | 80 | 36 | 10 |
| 4 | 3 | Greyhound Lines of Canada Ltd.<br>Calgary, AB | 395 | 395 | 0 | 25 | -22 |
| 5 | 7 | Shortline Companies<br>Mahwah, NJ | 325 | 250 | 75 | - | 75 |
| 6 | 5 | Diversified Transportation Ltd.<br>Edmonton, AB | 300 | 280 | 20 | 0 | 0 |
| 7 | 8 | Suburban Transit Corp.<br>New Brunswick, NJ | 264 | 204 | 60 | 3 | 32 |
| 8 | 6 | Holland America Line-Westours Inc.<br>Seattle, WA | 262 | 247 | 15 | 5 | 7 |
| 9 | 9 | Kerrville Bus Co. Inc<br>Kerrville, TX | 230 | 229 | 1 | - | 9 |
| 10 | 10 | Gray Line of Fort Lauderdale<br>Fort Lauderdale, FL | 191 | 171 | 20 | 26 | 1 |
| 11 | 11 | Blue Bird Coach Lines Inc.<br>Olean, NY | 185 | 120 | 65 | - | 0 |
| 12 | 12 | Rockland Coaches Inc.<br>Bergenfield, NJ | 176 | 169 | 7 | 0 | -2 |
| 13 | 15 | EG&G Idaho Inc.<br>Idaho Falls, ID | 161 | 161 | 0 | 10 | 0 |
| 14 | 33 | Lake Front Lines<br>Brook Park, OH | 157 | 107 | 50 | 20 | 65 |
| 15 | 16 | Voyageur Colonial Ltd.<br>Ottawa, ON | 155 | 155 | 0 | - | -5 |
| 16 | 13 | Peter Pan Bus Lines Inc.<br>Springfield, MA | 150 | 147 | 3 | 15 | -7 |
| 17 | 13 | Command Bus Co. Inc.<br>Brooklyn, NY | 142 | 142 | 0 | - | -20 |
| 18 | 21 | Leisure Time Tours<br>Mahwah, NJ | 139 | 139 | 0 | 10 | 0 |
| 19 | 19 | Antelope Valley Bus Inc.<br>Lancaster, CA | 135 | 124 | 11 | 8 | -12 |
| 20 | 24 | ATE Management & Service Co. Inc.<br>Houston, TX | 122 | 122 | 0 | - | 7 |
| 21 | 23 | Pacific Western Transportation<br>Calgary, AB | 120 | 100 | 20 | 0 | 0 |
| 22 | 18 | Shoup Buses Inc.<br>Middlebury, IN | 112 | 100 | 12 | - | -38 |
| 23 | 29 | K-T Contract Services Inc.<br>Las Vegas, NV | 110 | 110 | 0 | - | 14 |
| 24 | 34 | TransHawaiian Services<br>Honolulu, HI | 103 | 88 | 15 | 20 | 11 |
| 25 | 14 | Tour Coach Inc.<br>Los Angeles, CA | 103 | 101 | 2 | 0 | -59 |

| RANKING 1992 | 1991 | COMPANY NAME LOCATION | TOTAL COACH | LARGE COACH | SMALL COACH | ESTIMATED PURCHASE IN 1992 | +1991 |
|---|---|---|---|---|---|---|---|
| 26 | 36 | Domenico Tours Inc.<br>Bayonne, NJ | 100 | 100 | 0 | 5 | 10 |
| 27 | 27 | Mark IV Charter Lines Inc.<br>Gardena, CA | 100 | 100 | 0 | 5 | 0 |
| 28 | 20 | The Gray Line of Victoria Ltd.<br>Victoria, BC | 99 | 44 | 55 | 1 | -45 |
| 29 | 22 | Keeshin Charter Service<br>Chicago, IL | 95 | 28 | 67 | - | -30 |
| 30 | 28 | Gray Coach Lines Inc.<br>Toronto, ON | 95 | 95 | 0 | 5 | -3 |
| 31 | 31 | Community Coach Inc.<br>Passaic, NJ | 94 | 94 | 0 | 0 | 1 |
| 32 | 47 | Gray Line Tours of Southern Nevada<br>Las Vegas, NV | 94 | 59 | 35 | - | 29 |
| 33 | 35 | A-1 Bus Lines Inc.<br>Miami, FL | 93 | 93 | 0 | 0 | 2 |
| 34 | 37 | Lakeland Bus Lines Inc.<br>Dover, NJ | 90 | 90 | 0 | 0 | 0 |
| 35 | 32 | Goodall's Charter Bus Service Inc.<br>San Diego, CA | 88 | 57 | 31 | 4 | -5 |
| 36 | 39 | Adirondack-Pine Hill Trailways<br>Kingston, NY | 87 | 85 | 2 | - | 2 |
| 37 | 46 | Brewster Transportation & Tours<br>Banff, AB | 87 | 65 | 22 | 0 | 22 |
| 38 | 30 | Plymouth & Brockton Street Railway<br>Plymouth, MA | 81 | 81 | 0 | - | -15 |
| 39 | 41 | Autocars Orleans Express Inc.<br>Quebec, PQ | 80 | 80 | 0 | 6 | 0 |
| 40 | 40 | Jefferson Lines Inc.<br>Minneapolis, MN | 80 | 80 | 0 | 0 | -4 |
| 41 | 43 | Carolina Coach Co.<br>Raleigh, NC | 78 | 78 | 0 | - | 0 |
| 42 | 44 | Trentway-Wagar Inc.<br>Peterborough, ON | 75 | 72 | 3 | 21 | -1 |
| 43 | 26 | American Sightseeing Tours Inc.<br>Miami, FL | 74 | 65 | 9 | - | -34 |
| 44 | 45 | TNM&O Coaches Inc.<br>Lubbock, TX | 73 | 70 | 3 | 7 | 3 |
| 45 | 25 | Atlantic Express Coachways<br>Staten Island, NY | 71 | 70 | 1 | - | -39 |
| 46 | 38 | DeCamp Bus Lines<br>Montclair, NJ | 63 | 63 | 0 | 4 | -25 |
| 47 | 49 | Evergreen Stage Line Inc.<br>Portland, OR | 63 | 57 | 6 | 1 | 0 |
| 48 | 50 | Saskatchewan Transportation Co.<br>Regina, SK | 62 | 59 | 3 | - | 0 |
| 49 | 48 | Carl R. Bieber Inc.<br>Kutztown, PA | 61 | 59 | 2 | - | -3 |
| 50 | - | Trans-Bridge Lines Inc.<br>Bethlehem, PA | 56 | 54 | 2 | 6 | 10 |
| 50 | - | Vermont Transit Co. Inc.<br>Burlington, VT | 56 | 56 | 0 | 1 | 8 |
| 50 | - | Busco Inc., dba Arrow Stage Lines<br>Norfolk, VA | 56 | 56 | 0 | - | 4 |
| 50 | - | Lamers Bus Lines Inc.<br>Green Bay, WI | 56 | 46 | 10 | - | 2 |

# Reauthorization Gives Transit $31.5 Billion Over 6 Years

## Bush signs bill after long lobbying effort. Funding is up 40%. Private coach industry reaps benefits. Jobs are underwritten.

Transit's Christmas list was fulfilled as President Bush signed the surface transit reauthorization bill late last year.

It provides $31.5 billion for transit over six years, an average of 40 percent more than the FY 1991 federal authorization and a 64 percent increase over comparable FY 1991 appropriations.

"The $31.5 billion in transit funds will underwrite nearly 380,000 full-time jobs during each of the next six years," says Jack R. Gilstrap, executive vice president of the American Public Transit Association (APTA).

"In addition, business stands to benefit from almost $100 billion in new revenue because of that investment. At the same time, these funds will help the nation to rebuild its neglected transit systems and reverse a decade of neglect that has seen our national productivity and international competitiveness plummet."

The bill gives local and state officials broad authority to use highway funds for mass transit projects, shifting much of the money that previously had been spent on highways. Still, the overall transportation bill authorizes $119.5 billion for highways over six years.

### 45-foot coaches allowed

The bill also has benefits for the private motorcoach industry. One battle, long waged, has been won, allowing 45-foot coaches in all states.

The new law also earmarks about $15 million a year of Section 18 rural money for intercity bus programs, and maintenance of the Urban Mass Transportation Administration charter bus regulation. The diesel gas tax remained intact for motorcoach people, despite threats during the bill's trip through Congress that it would be increased.

**Federal Funding For Transit**

| Fiscal Year | Amount Authorized |
|---|---|
| 1992 | $3.6 billion |
| 1993 | $5.2 billion |
| 1994 | $5.1 billion |
| 1995 | $5.1 billion |
| 1996 | $5.1 billion |
| 1997 | $7.2 billion |

"We came out well," says Wayne Smith, executive director of the United Bus Owners of America.

David Raphael, executive director of the Community Transportation Association of America, says, "Reauthorization was very good for transit generally, and especially for the segment we're concerned with (smaller operators)."

Reauthorization has benefits for high-speed rail. The bill earmarks $725 million for developing maglev, as much as $1 billion in government loans to finance construction of high-speed steel-wheel systems, $50 million in demonstration grants and $25 million for research and development with industry. It also permits maglev to use highway rights-of-way where federal funds have been invested, where it can be done without impairing motorists' safety.

"The legislation will help people who want to ride modern trains, researchers designing new magnetic levitation trains, contractors ready to build existing high-speed train technologies and communities seeking to spur economic development," says Robert K. Pattison, chairman of the High Speed Rail Association.

### Manufacturers helped

The bill will help bus builders. It "should have a very positive impact on our ElDorado National bus operations because it reorients U.S. transportation policy towards mass transit and ride-sharing," says Wade F.B. Thompson, chairman of Thor Industries, ElDorado National's parent.

"It has been a grueling, grueling effort," says Rep. Robert A. Roe, D-NJ, chairman of the conference committee that produced the final version of the bill.

Indeed, it had also been a grueling effort for public transit, which lobbied long and hard for the bill. APTA and America's Coalition for Transit NOW coalesced business and other groups in a concerted effort long before the bill was introduced in Congress.

**"The legislation will help people who want to ride modern trains."**

**—Robert K. Pattison**
**High Speed Rail Association chairman**

They continually lobbied legislators, ran promotional campaigns and got the American public to think more about the benefits of transit, clean air and less pollution.

The theme that traveling alone in a car was bad for all of us caught on, making many motorists feel guilty. M

# NOTE

Some charts and graphs were color-coded in the original document. While it has not been possible to reproduce these items in color, their equivalent values on the black-and-white scale are often distinct enough to convey the same information as the original colors.

March/April 1992

# METRO Magazine

C1575-3

## 45-Foot Motorcoaches Debut

Can Diesel Measure Up to New Emission Standards?

## 'Buy Los Angeles!'

LACTC's Neil Peterson's New Goals For Creating Local Jobs

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**MARCH / APRIL 1992**

Vol. 88 No. 2

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*Cover photo by David Perry of a 40-foot Orion CNG bus at Pierce Transit in Tacoma, WA.*


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# Large intercity bus carriers' income is up 46%

Revenue and earnings of 10 of the largest intercity bus companies rose during the quarter ending Sept. 30 from the same period in 1990, according to the Interstate Commerce Commission (ICC).

That was due to the "improved operating results of Greyhound Lines Inc. and nine regional bus companies," the ICC said. Those 10 companies account for about 90 percent of total revenue generated by Class I intercity bus companies.

Net income for the 10 carriers for the quarter was $18.9 million, up 46 percent.

Operating revenue was $250 million, up 2.9 percent. The carriers had 7.7 million passengers, down 5.1 percent.

## Bush names Card transportation chief

Andrew H. Card Jr. has been chosen by President Bush to be secretary of transportation.

CARD

If confirmed by the Senate, at which hearings are pending, he would succeed Samuel F. Skinner, who became White House chief of staff.

Card, 44, has been White House deputy chief of staff three years. He was a Massachusetts legislator from 1974 to 1983, and ran for governor in 1982.

## Bombardier acquires UTDC assets

Bombardier Inc. of Montreal has acquired the mass transit assets of UTDC for about $33 million.

That includes assumption of liabilities of about $20 million and cash payment of $13 million.

UTDC operates rail transit equipment manufacturing facilities at Thunder Bay and Kingston, ON. It will become a part of Bombardier's Transportation Equipment Group.

## St. Louis company has world coach tours

Travellers International of St. Louis has expanded its European motorcoach tours and is offering 53 itineraries to Britain, the Continent, Africa, the Middle East, Latin America and the South Pacific.

The company, which has been running motorcoach tours in Europe for Americans for 26 years, is promoting its packages with a cross-country trip by one of its Kassbohrer Setras. The trip winds up in New York City March 19 and 20.

## Belcaster replaces Savage in Chicago

Robert Belcaster has been appointed managing director of the Chicago Transit Authority.

The CTA board had earlier accepted the resignation of Alfred H. Savage, who had been the agency's executive director since May 1990.

Belcaster, 52, is former managing director of Tishman Speyer Properties, which owns or manages real estate nationally and key properties in downtown Chicago. He is a member of the Chicago Housing Authority Board and has served on many other community and business organizations.

## Tour group gets coach auction donation

ABC Bus Companies Inc. of Faribault, MN, has donated $37,000 to the National Tour Foundation (NTF), a nonprofit group.

The money was from the proceeds of the auction of a 1991 Van Hool T-800 motorcoach, valued at $240,000, at the NTF Annual Conference in Cleveland. The funds donated were the proceeds above $199,000 that the coach brought at the auction.

## UMTA changes name to FTA

The Urban Mass Transportation Administration (UMTA) has changed its name to the Federal Transit Administration.

That reflects objections by rural legislators and others to the word "urban," which did not take into account non-urban transportation needs. Programs and personnel at the agency remain the same. →

**1992 Top Motorcoach Fleet Gainers**

| Company/Location | % Buses Above '91 | No. Buses Above '91 |
|---|---|---|
| 1. Shortline Companies, Mahwah, NJ | 30 | 75 |
| 2. Lake Front Lines, Brook Park, OH | 71 | 65 |
| 3. Suburban Transit, New Brunswick, NJ | 14 | 32 |
| 4. Gray Line Tours of S. Nevada Las Vegas, NV | 45 | 29 |
| 5. Brewster Transportation & Tours Banff, AB | 34 | 22 |

*Chart shows gain in percentage and number of buses from 1991 to 1992 of American and Canadian private motorcoach fleets as listed in METRO Magazine's Top 50 Motorcoach Fleet Survey in the January/February issue. The top five gainers increased fleet size a total of 223 buses.*

# Exclusive *METRO* Survey Profiles Private Motorcoach Companies

## Sixty-one companies share revenue and operating data. Average American 40-foot coach earns $110,244 a year.

By Lenny Levine

The average American private motorcoach operator spends $12,015 a year to maintain a 40-foot bus, charges customers $2.01 a mile to use it and that bus produces $9,187 in monthly revenue.

Those figures are the results of a *METRO Magazine* survey of private bus companies.

The survey further paints a picture of that average American coach operator. It reveals his bus preference, pay for drivers, annual mileage and age of his buses. It also paints his buses white, the color mentioned most often in the survey. And — even though times are tough in a historically tough business — he likes his job.

Bus drives 63,446 miles a year.
Has been in business 27.1 years.
40-foot bus costs $31.57 an hour to run.
Bus is 8.1 years old.
Has 8% chance of having union drivers.
Average American Motorcoach Fleet

*Numbers are calculated from averages per fleet.*

The survey was done in cooperation with United Bus Owners of America. UBOA inserted the one-page questionnaires in about 1,000 copies of its newsletter mailed to members. The survey included a postage-paid cover addressed to *METRO*. Sixty-one responded. Some did not answer all 20 questions, but the cross-section of operators from around the nation took pains to probe their businesses for us.

### 67 percent to buy buses

The companies in the survey own 1,456 buses, for an average fleet size of 24.2 buses. Fleet size ranged from one to 155 buses. Wayne Smith, UBOA executive director, notes that the nation's 3,000 private bus companies probably average five buses per fleet. Of the 61 respondents to our survey: three have one bus; 10 have two to five buses; 27 have six to 25 buses; 20 have more than 25 buses; and one did not say.

Sixty-seven percent of the companies plan to buy at least one motorcoach in the next 12 months.

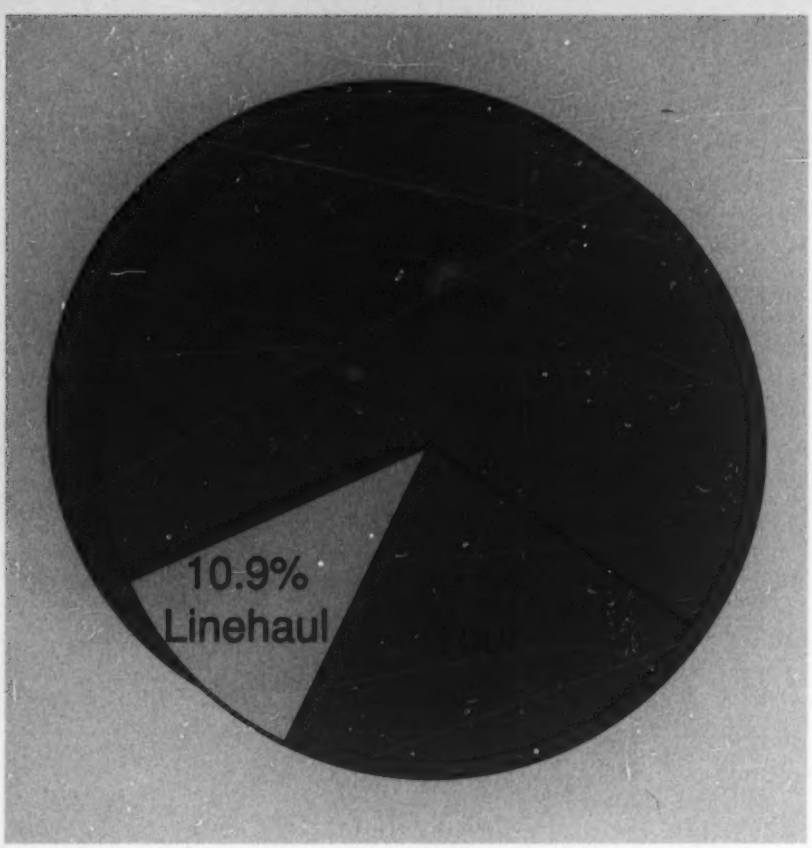
(The survey includes some of the nation's larger private fleets. According to *METRO*'s Top 50 Motorcoach Survey published in the January/February 1992 issue, operators made that list if they had 56 coaches. This survey gives a nitty-gritty picture of the private bus business in that it also includes many small operators.)

### Average age is 27.1 years

Collectively, the 61 operators in this survey have been in business 1,656 years, an average of 27.1 years. The range is two months to 90 years.

The $2.01 per mile fleet average charge to customers for a 40-foot bus has a range of $1.60 to $2.60 a mile. Many respondents listed their charges by the hour, several hours or by the day and were not computed.

The fleet average monthly revenue of $9,187 ($110,244 a year) for a 40-foot coach was computed from a range of $1,000 to $20,000. Some operators could not supply a monthly




*Amount of time fleet buses spend in various activities. Only 16 of 61 respondents provide linehaul service.*

figure or listed revenue for prime months only and were not computed in the average. Many operators rounded off the monthly revenue in thousands or hundreds of dollars. Some had it down to the dollar.

Fleet buses in the survey spend an average of 64.8 percent of their time on the road: 66.6 percent of that time in charters, 22.5 percent in tours and 10.9 percent in linehaul. While every company reports doing charters, only 16 of the 61 respondents provide linehaul service.

The fleet average is 63,446 miles per bus per year.

Sounds pretty good. Buses are on the road a lot, not in the garage. Each bus brings in far more money than the average American wage earner. But there are expenses. And more expenses.

## Expenses range widely

It costs fleet operators an average $31.57 an hour to keep a 40-foot coach on the road. That figure reflects a wide range. The lowest was an operator who said it costs him $15 an hour, and there are a number in the $20 neighborhood. In the most expensive neighborhood is $79.39 an hour to keep a 40-footer on the road.

The yearly fleet average maintenance cost for 40-footers of $12,015 — much of it for labor, according to those who broke down their costs — also reflects a large range. The lowest was $1,500 a year, the highest, $30,000. Some respondents have it calculated to the dollar. Others have estimates. Many were within a few thousand dollars of the average.

**"Inspectors are now making more stops at small companies and roadside stops are more frequent."**
—Wayne Smith
UBOA executive director

The average fleet wage paid to drivers is $8.14 an hour. The range is $5 to $14.25 an hour. A number of respondents say they pay drivers by the mile and were not counted in that part of the survey. Five of the 61 operators say they have union drivers; a sixth is negotiating.

The average fleet age is 8.1 years. Respondents say they expect to buy 83 buses within the year.

The tough private bus business will continue to get tougher.

"Maintenance costs will go up, and fleet sizes will grow as companies merge," says UBOA's Smith.

And the private operator can also look forward to more government regulation — and enforcement, he says. "Inspectors are now making more stops at small companies and roadside stops are more frequent," says Smith. He also notes that it's difficult for a small company to keep good drivers.

## Popular buses listed

So much for the hard numbers of running a bus business. We asked private motorcoach operators for their preferred brand of motorcoach. The winner, hands down (or up), with 39 votes, is MCI and MCI/TMC.

Other vote-getters are: Prevost, 13; GM, 2; and Eagle, Neoplan, Setra and Van Hool, one each. One operator in New York state answered the question thusly: "Who knows!"

We asked operators to list their bus colors. The winner, with 37 votes, is white. Many of the operators list several colors, reflecting their multicolored outside paint jobs. The other colors listed are: blue, 28 votes; red, 22; green, 11; orange, 8; black, yellow and silver, 7 each; gold, 6; gray, 5; tan and burgundy, 2 each; and cranberry, turquoise, brown, purple and rust, one each.

When asked: "Are alternate-fuel buses in your future?" eight of the 61 operators answer "yes." The question brought a variety of responses. There are several "possiblys" and "maybes." And there are these responses: "Guess so!" "Not if I can help it." "Who knows." "No. I hope not." "Only when they have to be." "Will there be a choice?"

And we asked America's private coach operators how they feel about the business they're in. They feel

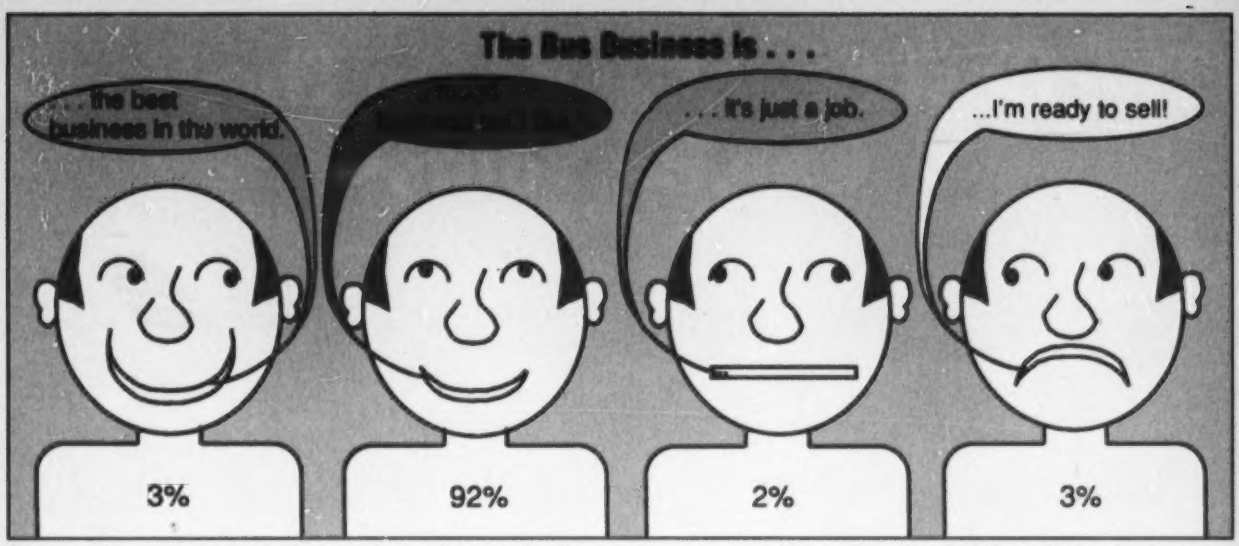



*Diagram shows percentages of respondents who gave the above answers to a question on how they feel about the bus business.*

pretty good about it.

We gave four somewhat subjective choices to answer Question 16, "The bus business is . . ."

1. **"The best business in the world."** Two people checked the box for that one.

2. **"A tough business, but I like it."** The winner, by far, with 54 check marks.

3. **"It's just a job."** Only one vote here.

4. We don't want to violate our pledge at the top of the questionnaire which said "individual survey information will be kept strictly confidential," but somewhere out there are two unhappy campers with 39 buses between them who checked off the fourth answer for Question 16, one of whom circled it and added four exclamation points: **"I'm ready to sell."** Ⓜ

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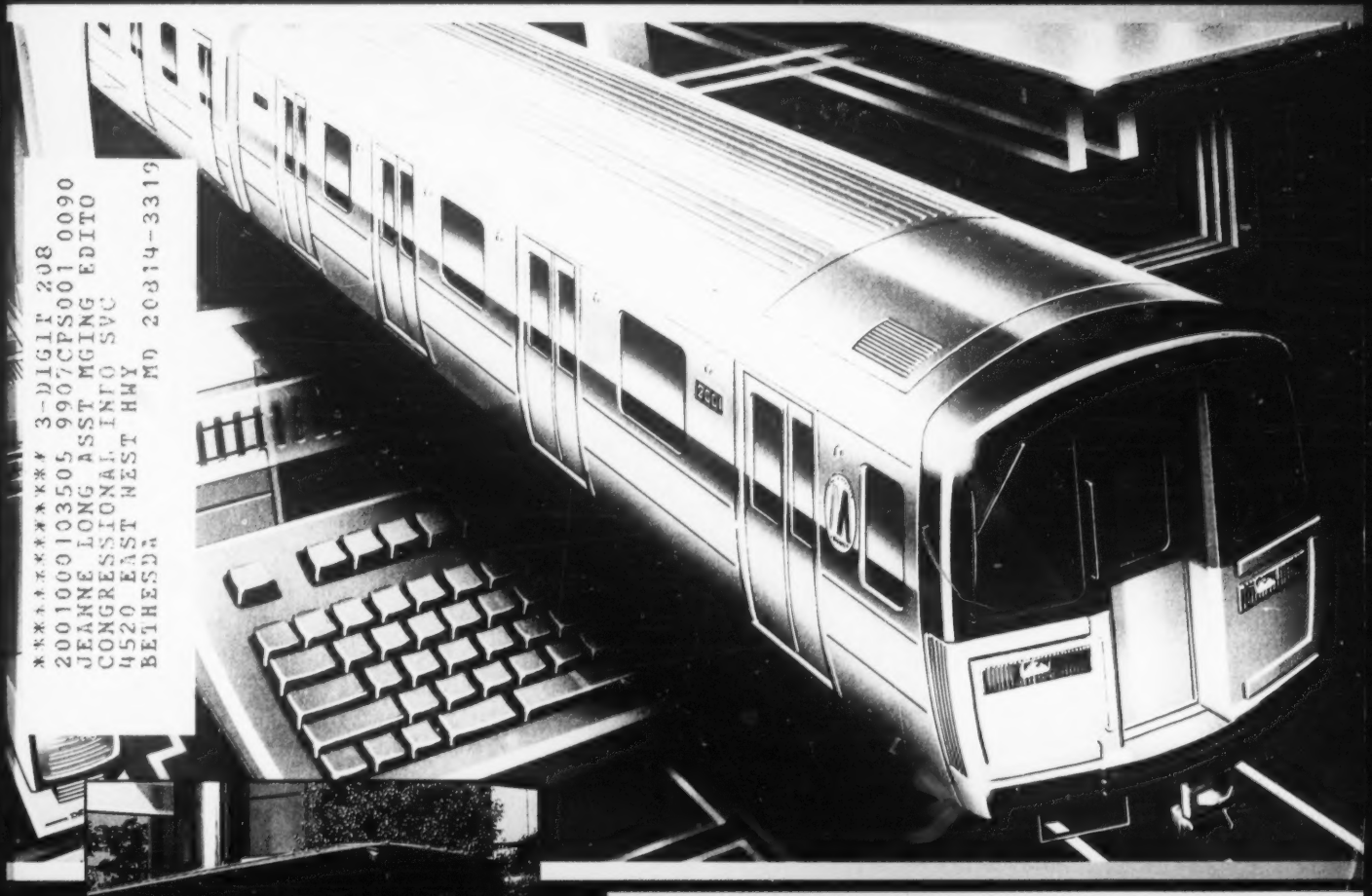
METRO's Exclusive Transit Manager Survey

May/June 1992

# METRO Magazine

a bobit publication serving surface mass transportation for 88 years

## Rail Transit: One-Half Trillion Dollars This Decade?



*METRO Award-Winner Builds First-Class Motorcoach Business*

## APTA Head Criticizes Bush Administration:

**'Our country's transportation policy supports the single-passenger vehicle.'**

# METRO Magazine

a bobit publication serving surface mass transportation for 88 years

MAY / JUNE 1992
Vol. 88 No. 3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***Morrison Knudsen finishes work on an NYCTA car.***

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***On the cover:*** *Bombardier's prototype R-110B rapid transit car for the NYCTA. An MCI coach from Winn Bus Co. Inc. in Richmond, VA.*


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## Sabre builds 30- to 45-foot luxury coaches in Wisconsin

Sabre Bus and Coach Corp. of Lancaster, WI, is building a series of luxury coaches 30 to 45 feet long.

All body parts and most mechanical components will be interchangeable among the models, except axles and engine of the 30-foot coach.

Sabre says the coaches will be suitable for luxury tours, linehaul and charter. Aluminum skins will be bonded to the sides and roof. Side thermopane windows form a polyvinylbutalate sandwich between the glass, aiding heating, air conditioning and sound-proofing. The Cummins L10 engine will be coupled to a Fuller CEEMAT transmission. Heavy-duty terminal blocks are used to distribute power from four Group 31-PHD batteries. Lighting circuits are divided into left and right banks to prevent total failure in case of malfunction.

Sabre says it will deliver most parts within 24 hours; if it takes more than 48 hours, the part is free.

The company first entered the luxury coach market in the late '70s, and introduced its 350T high-deck coach. The company says: "There is a unique philosophy at work at Sabre, and the most noticeable factor is the sheer absence of managers, shop foreman and quality-control persons. Every single person who works with Sabre is part of a team...and is personally responsible for his or her part of the production...If costs get too high or money is wasted, each person knows that it comes out of everyone's pocket, not just management."

## Lockheed, AT&T pursue IVHS market

Lockheed Corp. and AT&T have announced a business alliance in the "intelligence" transportation market to include Intelligent Vehicle Highway Systems.

The new venture expects to bid soon on new projects, according to Lockheed spokesman Lloyd Kaplan, who noted that vehicle miles traveled yearly on U.S. highways are expected to increase by 80 percent to 3.8 trillion by the year 2020. →

## Thomas launches second mobile classroom

*Thomas Built Buses has launched its second mobile training center. It is a custom-equipped Thomas MVP coach with VCR, projector and theater. It seats 21. The bus is powered by a Cummins 6B 230-horsepower engine with an Allison MT643 transmission. Drive axles and brakes are by Eaton. The first mobile training center has visited more than 800 locations in 35 states and eight Canadian provinces. More than 2,300 mechanics have participated in training.*

## Metro Almanac

Number of U.S. transit systems in 1990

**1,580**

(APTA)

Number of U.S. transit vehicles in 1990

**86,430**

(APTA)

Number of trips taken on U.S. public transportation in 1990

**8.9 billion**

(APTA)

Number of privately owned motorcoaches in U.S.

**67,000**

(FHWA)

Number of motorcoach operators in U.S.

**3,000**

(United Bus Owners of America)

Only state capital without mass transit

**Santa Fe, NM**

(METRO Magazine)

Annual number of U.S. rail passengers

**1.8 billion**

(National Transportation Safety Board)

Amount that vehicle traffic will increase over the next 15 years

**300 percent**

(U.S. General Accounting Office)

Number of football fields that could be plowed at once if the Minnesota Department of Transportation's snow plows were lined up

**30**

(MnDOT)

*In one of the largest contracts ever let, Morrison Knudsen manufactured 752 New York City Transit Authority R46 transit cars to state-of-the-art specifications using new and recycled components.*

# N. America Rail Transit Could Mean One-Half Trillion Dollars This Decade

## New systems due, manufacturers expand, technology soars.

Passsenger rail, long the anemic anomaly of the North American transportation family, is getting a transfusion.

The plasma is a mixture of money, technology and the realization that automobiles — especially those with only one rider — are a disease to the transportation body.

Rail technology advances faster than a speeding bullet train. North Americans are finally beginning to accept the notion that pollution spewed from autos is choking Earth. And money — perhaps one-half trillion dollars this decade — is ushering in a renaissance of rail travel.

The American Public Transit Association (APTA) estimates that $154 billion is needed this decade for rail capital and operating costs for 43 major U.S. transit agencies it surveyed. At least 40 more rail systems are in various stages of planning and construction in North America, and APTA estimates, conservatively, that could double that figure for this decade. A few smaller U.S. systems were not counted. Six Canadian systems estimate $16 billion in expenses for the decade; Amtrak estimates $17 billion. Commuter rail is sprouting all over the landscape. There are the high costs of rights-of-way. Constant inflation pushes up all costs.

It's a lot of money. And there's more. New buses will be needed to bring passengers to new rail lines. Rail attracts commerce and creates jobs.

### High-speed market grows

The High Speed Rail Association estimates its market at $100 billion to $140 billion over the next 20 years, according to Joseph Vranich, HSRA consultant and author of the book *Supertrains*.

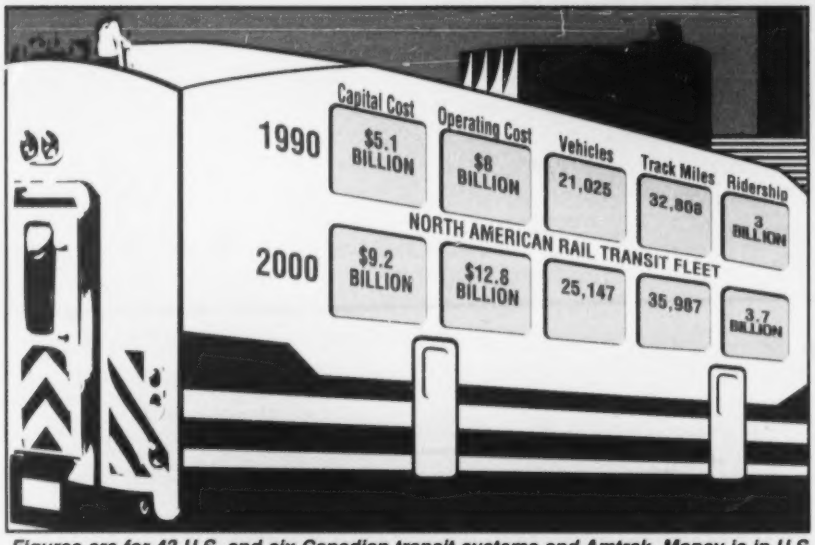
To point out that the United States is still far behind the rest of the world in high-speed trains, Vranich notes that Spain opened a line in late April

"that runs at 155 mph over the mountains." But he says high-speed trains will be here; it just takes a long time. A key question, he says, is which corridors will be used.

"Once we remove institutional impediments," Vranich says, a lot of money will be put into high-speed rail, more of it private money than has been the case with traditional transit agencies.

Vranich expects these projects to be completed this decade: Amtrak Boston-New York upgrade ($1.2 billion); Dallas-Houston leg of Texas high-speed system ($5.7 billion estimate for the system); and maglev in Orlando, FL ($600 million). Also possible, he says, are high-speed lines in Ohio, Philadelphia to Pittsburgh and Las Vegas to Anaheim, CA.

For intercity high-speed rail to be successful, Vranich says, it must capture air passengers, and to do that it must travel at least 150 mph.




*Figures are for 43 U.S. and six Canadian transit systems and Amtrak. Money is in U.S. dollars after converting Canadian dollars. Some projections for the year 2000 are conservative because in a few cases where figures could not be obtained, those from 1990 were used. The figures are also quite conservative in that more than 40 additional cities in Canada and the United States plan rail transit, much of which could be under construction by the year 2000. That could double capital and operating needs, estimated for the present decade at $154 billion for the 43 U.S. transit systems alone. SOURCES: APTA, Amtrak and METRO Magazine research.*

## Rail explodes

"Rail is exploding," says Thomas C. Owen, group vice president at Bombardier Inc., which manufactures a complete line of transit railcars. Owen says there will be significant changes in the market for the next 10 years for a number of reasons:

*Thomas C. Owen says railcar production will increase.*

- Amtrak's "very aggressive drive" for self-sufficiency by the year 2000.
- Emergence of the California market, which represents true expansion, not just railcar replacement.
- Emergence of high-speed rail as a distinct possibility and interest of the private sector in it.
- Conversion to AC from DC, which means fewer components, more efficiency and less maintenance.
- Mass transit emerging on the political agenda.

Owen says more railcars will be produced this decade than last, especially when the need arises with increase in ridership, down lately because of the recession. "Bombardier is well positioned for new car contracts when they appear," Owen says.

The company has just added a factory in Mexico to its two each in Canada and the United States. Bombardier has just purchased Concarril from the Mexican government for a cash price of $27 million (Canadian) and assumption of liabilities about twice that amount. Concarril, near Mexico City, manufactures subway cars for Mexico City, light rail vehicles for other Mexican cities and rolling stock for the Mexican National Railway. It had 3,000 employees when it suspended operations in December.

## MK expands

Morrison Knudsen Corp. has been expanding in rail since 1988, says Mike Monteferrante, vice president for marketing and sales of MK's Rail Systems Group in Boise, ID. "Our timing was absolutely perfect," Monteferrante says. "We had the vision to get in and be ready for the rail renaissance, and we're ready." He expects MK expansion to continue the rest of this decade and beyond.

*Mike Monteferrante sees a promising market for locomotives.*

Beyond North America, where MK has obtained five major contracts to build railcars since 1988 (Chicago Transit Authority, BART, Metro-North, Metra and Caltrans) MK, has an office in Australia and has bid on projects there, and hopes to get into rail work in Europe and Asia, Monteferrante says. "American technology doesn't have to take a back seat to anyone," he says.

MK has just signed a deal with Caterpillar Inc. to produce three engines for MK prototype locomotives: a 5,000-horsepower freight engine; a 3,000-horsepower passenger engine; and 1,200-horsepower switcher (for yard work) engine powered by liquefied natural gas, fed by a tender. "We see a promising market for locomotives the next eight to 10 years," Monteferrante says.

"Our next step is to build the car shells on U.S. soil," Monteferrante says. MK now gets them from several foreign sources.

He sees a major resurgence in light rail vehicles, expansion of commuter cars and "a host of opportunities" in high-speed rail.

MK has operated and maintained its own rolling stock since 1922. It has invested more than $175 million in transit and locomotive facilities and technology in the past 10 years. It has

nearly 1,000,000 square feet of U.S. railcar manufacturing space.

Also expanding is Siemens Duewag Corp. Earlier this year it opened a new plant for manufacturing light rail vehicles in Sacramento, CA. The western half of the nation has become a better market for light rail vehicles than the more crowded eastern half, said Siemens Duewag President Gunter Ernst.

Ernst also said he expects more transit systems to combine orders to save money. "The cars we made for San Diego could be very practical for a lot of cities," Ernst said. "It's easy for cities to piggyback on to it."

### Commuter rail to grow

There will be more and more commuter rail, according to Michael Ferreri, senior vice president at Booz Allen & Hamilton, consultants in Philadelphia, because agencies "are trying to get the most they can for their money."

Many cities are also looking at commuter rail, Ferreri says, because "they can be exciting lines."

Ferreri says, "It is arguable if maglev will catch on" because there are not enough corridors for it. Studies have shown that French or German high-speed, steel-wheel technology could catch on here, he says; the extra speed maglev provides beyond that "won't be worth it."

**"Bombardier is well positioned for new car contracts when they appear."**
—Tom Owen
Bombardier Inc. group v.p.

As with Bombardier, other rail industry manufacturers are expanding. Union Switch & Signal, responding to a 40 percent increase in sales the past three years, plans an enlarged or new plant in the Pittsburgh area, plant expansion in Columbia, SC, relocation of its corporate office to the Columbia area and adding 200 employees within two years. US&S, designer and manufacturer of signaling and control systems, "simply ran out of space in Pittsburgh for the number of skilled people we employ," says Walter Allessandrini, president and CEO.

Foreign contracts for the company could equal domestic contracts, according to Emilio Ruocco, US&S marketing communications specialist. He says there are many contracts in the Far East, especially Korea and Taiwan.

Ruocco estimates $60 million in potential bids the first quarter of the fiscal year in the United States and Canada.

On another note, Ruocco says the technology is certainly in place for automated cars, "but I don't see a trend toward driverless systems. The

## Amtrak plans transcontinental run, replacement of old cars on East Coast

Amtrak plans its first regularly scheduled transcontinental route next year and replacement of its aging cars on the East Coast.

The new route would be from Los Angeles to Miami. That could include 620 miles of track between New Orleans and Jacksonville, FL, being added to the Amtrak system of more 23,000 miles nationwide, according to Howard Robertson, public affairs officer.

Robertson says Amtrak hopes to replace 438 coaches and locomotives by the year 2000 in its East Coast "heritage fleet," cars now 25 to 45 years old. He says also the Amtrak fleet of about 2,200 vehicles is expected to increase by then.

Also in Amtrak's future, according to Robertson:

- One-hundred forty double-decker cars due from Bombardier next year.
- The final 32 locomotives from an order of 52 from General Electric due later this year.
- Passenger service between Boston and Portland, ME, on existing freight lines.
- Electrifying service between Boston and New Haven, CT, trimming travel time by eliminating the switch from electric to diesel in New Haven.
- Hopefully passage in Congress of a proposal to put one cent of the federal gas tax in an Amtrak capital improvement trust fund. That would lead to more revenue for Amtrak, and would replace its federal capital subsidies, which now come from the general fund.

*The X2000, a Swedish high-speed train, will be tested in temporary revenue service on Amtrak's Northeast corridor. The train, manufactured by Asea Brown Boveri, tilts on curves to compensate for centrifugal force. That extra speed reduces trip time.*

psychology of passengers is that they want to see a driver there."

General Railway Signal is moving to a new plant in suburban Rochester, NY. "As railroad control and signal systems have evolved into highly sophisticated electronic devices, the manufacturing we do increasingly involves compact electronic components that require a totally new environment," says John d'Auguste, vice president for manufacturing.

The Texas High Speed Rail Authority is holding 39 environmental hearings around the state this May on the $5.6 billion plan to connect the state's five largest cities with trains that would run at 200 mph. Morrison Knudsen leads the group that won a 50-year franchise to build, own and run the system. An authority spokesman notes that the first leg, between Dallas and Houston, must open by Dec. 31, 1998.

There have also been these recent developments in rail transit:

■ The Massachusetts Bay Transportation has approved extending commuter rail service west to Worcester, the state's second largest city, in an Amtrak corridor. Service could begin in 1996.

■ The Capitol Metropolitan Transportation Authority in Austin, TX, has begun the second and final phase of a study for a proposed light rail starter line.

■ Because of steady ridership growth, the Orange County (CA) Transportation Authority has added a fourth double-deck coach to its commuter train between San Juan Capistrano and downtown Los Angeles. M

■

**"American technology doesn't have to take a back seat to anyone."**

—Mike Monteferrante
Morrison Knudsen Rail Systems Group v.p.

■

## New rail vehicle lowers axle load

A rail vehicle has been designed and tested which the designer believes can bring economically viable high-speed rail to North America.

"The infrastructure is 80 percent of the cost of a high-speed rail system," says Roy E. Smith, president of Resco Engineering of Kingston, ON, Canada. "A major obstacle to the implementation of the high-speed train in North America is the cost involved in developing, installing and maintaining the special track structure today's heavy trains require."

Smith's train has a steering mechanism in the wheel assembly of the carriage. It lowers the axle load of a fast moving train, thereby reducing the force that the wheels exert on the tracks, resulting in less wear on the rail infrastructure. The truck has been redesigned to include dual steering rods, one attached to the front axle, the other to the rear axle. They meet at the midpoint of the undercarriage, joined by mechanical linkage.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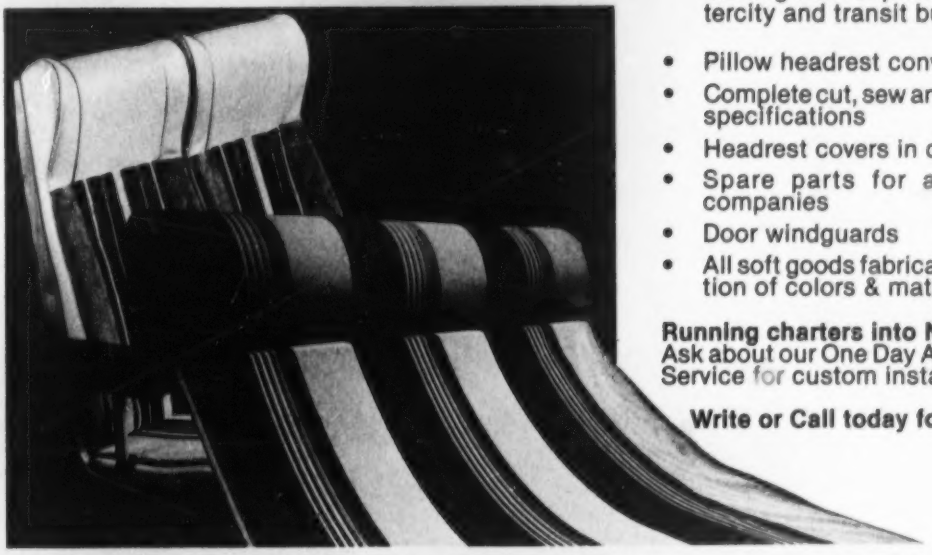

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# *METRO* Survey Profiles Managers At North American Transit Agencies

## Most have at least a bachelor's. Typical pay is $48,000 yearly.

**Composite North American transit manager**

A typical North American transit manager is about 44 years old, has a bachelor's degree and earns about $48,000 a year.

A survey by *METRO Magazine* also shows the typical transit manager has been in the industry at least 15 years, majored in business or engineering and is definitely male.

*METRO* mailed 405 survey forms to transit managers selected at random from our subscriber list; 232 responded, a respectable 57 percent. (Six forms were returned with information insufficient to process, and three were returned by the Postal Service as undeliverable.)

Only 3.8 percent of respondents are women.

A large majority (65 percent) of those who answered the survey work at agencies with a service area of more than one million people. But agencies of all sizes, down to those with a service area of fewer than 50,000 people, are represented.

**Age:** The largest age group (40 percent) is 36 to 45. Those 36 and older represent 83 percent of the respondents.

**Experience:** Those in the transit industry 11 to 15 years composed the largest group (25 percent). Sixty-seven percent had 11 or more years in the industry, 83 percent seven or more years.

**Education:** The majority of respondents (54.6 percent) have at least a bachelor's degree; 20 percent have master's degrees and 2.6 percent have studied beyond that. Thirteen percent went only as far as high school, 23 percent had "some college" and eight percent ended their education with a two-year college course.

Business was the most popular major (37 percent), followed by engineering (33 percent), vocational-technical (11 percent) and social science (11 percent).

**Pay:** The largest pay group was those earning $40,000 to $50,000 a year (25 percent). Those earning $30,000 to $40,000 or $50,000 to $60,000 each represent 22 percent of the respondents. Only one respondent each checked the box for the lowest (less than $20,000) and highest (more than $100,000) pay ranges.

**Job:** The largest job classification represented was maintenance (25 percent), followed by operations (21

## Workers to managers: seek our advice

Eighty percent of the workers at Madison (WI) Metro think middle managers should get more employee input.

That result was from a survey of the agency's 365 employees; 249 participated. It was conducted by the University of Wisconsin Business School.

The survey also notes that 55 percent of those responding thought middle management did not seek enough input from workers.

Julie Maryott-Walsh, Metro marketing coordinator, says half the non-managers in the survey understood the jobs of top management. She also says top management "fared slightly better" than the two other management categories in the survey — middle and "participatory" management.

percent) and engineering (18 percent). Only 4.9 percent listed their jobs as executive administration.

Nineteen percent of those answering the survey told us they started in the transit industry as a driver.

### Readers comment

"Training for future transit industry management must be a priority," says Paul F. Gross, an operations administrator for the Chicago Transit Authority.

■

**"The only true (transit) experts in this country are our customers."**

—Jay Furlong
SEPTA operations administrator

■

That is typical of many respondents who commented on industry personnel practices. Most were concerned about improving the industry, although methods vary.

"The industry needs to recruit from college ranks and quit promoting those with old ideas," says an engineering administrator from a large agency.

John Walsh, an engineering administrator with the New York City Transit Authority, would like "transferable pension/retirement programs to allow more diversity and movement in a very specialized industry."

A maintenance administrator with a master's degree notes: "Blanket requirements for having a college degree for a management position in maintenance have stopped several excellent first/second level managers from being promoted, or from taking jobs at other authorities."

And a woman operations administrator from a smaller agency observes: "Most people don't specially choose a career in public transit. They tend more to happen into the industry, because the pay generally isn't high enough to attract people as private industry does." She has a bachelor's degree and got her start in the industry driving a bus.

Who are the experts on what the transit industry must do? "The only true experts in this country are our customers," answers Jay Furlong, an operations administrator from the Southeastern Pennsylvania Transportation Authority. "The only true reality is what they perceive our service to be." Ⓜ

## How women, minorities can get ahead in transit

Transit is trying to turn itself around from being an all-male bastion, according to Stephanie L. Pinson, and transit authorities are looking for women and minorities, who are "filtering up to middle and upper management."

Pinson, managing director of Gilbert Tweed Associates Inc., an executive search company in West Orange, NJ, says women and minorities in transit are certainly more visible now than they were five years ago.

"Fifteen percent of my business is looking specifically for women and minorities," says Pinson, co-director of her company's public transit and transportation practice. There are many more highly trained people out there than managers are aware of, she says, and "more women with technical degrees and a real interest in transit than transit is aware of."

Pinson has this advice for women and minorities to get ahead in transit:

- Find a mentor on your property.
- Do your homework — know what's happening on your property.
- Take initiative, such as writing "white papers."
- Reach out to peers and colleagues.

And Pinson has this aphorism to tack up on your wall as you struggle to climb transit's ladder:

"If you're doing your job right, you won't be loved by everyone."

## Path to job advancement: change agencies

One path to advancement for transit managers is to take a job with more responsibility at another agency, according to Rolf Ruppenthal, vice president for transit at Management Recruiters of Boulder, CO.

That may be difficult, he says, because "the best people don't respond to job ads because they're afraid of their present employer finding out."

Ruppenthal notes, however, "that a lot of people are looking for jobs and a lot of good people are needed." He says transit agencies typically find managers by "passive recruiting," placing ads and winnowing the applicants.

He says career paths for top managers can be either with technical background or experience in business or public administration.

For the top people at agencies Ruppenthal says the pay is better than in private industry. At the executive director level, he says, "they keep getting more and more money." An executive director at the largest agencies will earn $200,000 to $300,000 a year with "all the side deals," he says. At medium-size agencies, such as in Miami or Denver, the range is $80,000 to $130,000, he says.

"Big agencies play musical chairs with the top person," he notes. "You come across a lot of the same people" taking those top jobs. The question top managers must answer, Ruppenthal says, is how political is the transit board?

Are the executive directors worth their salary? That's hard to determine, Ruppenthal says, but if an executive director's actions prevent a vehicle crash and loss of life, the director has earned the pay.

July/August 1992 $4

# METRO Magazine

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## Transit Innovates To Meet ADA Rules

**ADA Spawns Shuttle Bus Market Expansion**

**How to Save Agency Money With Privatization**

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JULY / AUGUST 1992

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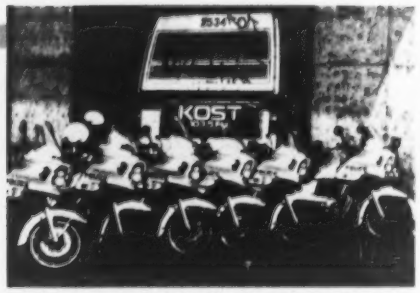

RTD keeps rolling during Los Angeles riots.

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*Cover photo of the Champ by Champion Motor Coach Inc. Inset photo of a City of Phoenix Transit System lift in operation.*


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# Greyhound rider survey: 65% travel alone

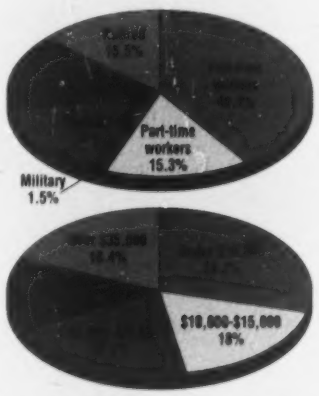
The vast majority (65 percent) of Greyhound's 16 million passengers last year traveled by themselves, 40 percent were full-time workers and 26 percent are college graduates.

Those figures were from an on-board survey of Greyhound passengers. Spokesman Bill Kula says 15,000 to 20,000 passengers responded to survey forms at Greyhound's 50 busiest terminals around the country in the fall. He notes, however, that the survey also reflects rural ridership in that a lot of survey respondents began their trips in rural areas and picked up survey forms at the larger terminals.

The survey further shows that more than half of Greyhound's passengers were dropped off at terminals by family or friends and five percent drove themselves or walked to the terminal. Thirty-one percent traveled with one other person, four percent with two others and 0.5 percent with three or more others. Of those with traveling companions, one-third were siblings, one-quarter were spouses and one-third were children.

The age bracket with the most passengers (18-24) had 23.9 percent. Those 75 and older accounted for 3.5 percent.

**GREYHOUND PASSENGER PROFILE**




*The top chart shows employment of Greyhound passengers. The bottom chart shows income. SOURCE: Greyhound Lines Inc.*

One to three trips longer than 50 miles yearly were taken by 55.4 percent. Thirty or more of those trips were taken by 3.1 percent.

Fifty-five percent of the passengers had flown within the year. Twenty-three percent had never flown.

The racial percentage of passengers is: white, 58.2; black, 23.7; Hispanic, 10; Asian, 4.1; and other, 4. Fifty-eight percent were female; 42 percent were male. Between spring 1981 and spring 1991, the percentage of white passengers fell from 73 to 59.4 percent. All other groups rose a few percentage points in that period.

Greyhound research also shows that the percentage of passengers aged 16 to 34 fell between 1981 and 1991, while those 35 and older increased.

In 1991, 35.5 percent of passengers considered only Greyhound as a travel mode. Considering automobiles were 31.2 percent; planes, 25.4 percent; and trains, 23.1 percent. In 1981 42.5 percent considered cars, planes or trains; in 1991 those other options were considered by 64.6 percent.

Kula says Greyhound expects about 16 million passengers again this year.

## Hybrid demo bus due in September

Bus Industries of America's (BIA) first hybrid demonstration bus is expected to be running in September.

Peter Bigwood, BIA vice president for engineering, said at the American Public Transit Association's Bus Operations and Technology Conference in Charlotte, NC, a second 40-foot demonstration hybrid would be ready in May.

The bus is expected to achieve low emissions through improved mileage offered by efficiency of the drive system. By using electric traction motors, all components in the drive system can be made smaller. There will be no axle across the back of the natural-gas, low-floor bus. The engine, which will be smaller than usual, will power the generator, which will power four traction motors, each driving one wheel in a dual-axle configuration.

Bigwood noted that air conditioning, CNG tanks, electrical works and the exhaust system are in an end-to-end compartment on top of the bus. The compartment is accessible from above and below.

## U.S. transit ridership is down 2.71%

Estimated unlinked transit passenger trips on all U.S. transit systems fell to 2.138 billion, or 2.71 percent, for the fourth quarter of 1991 from the same period in 1990, according to the American Public Transit Association.

The only modes showing increases were demand response, up 4.67 percent, and light rail, up 0.15 percent.

Canadian systems reported 4.67 percent fewer trips for the quarter from a year earlier.

## All NYCTA subways are new or overhauled

All of the New York City Transit Authority's subway cars are now either new or completely overhauled.

The last 16 non-overhauled cars have been removed from passenger service. The removal from service of two train sets of R-44 cars, originally built by the St. Louis Car Co. for $211,850 each in 1972, marks the near completion of the agency's $2 billion car overhaul program. →

C1575-3

September/October 1992 $4

EXCLUSIVE
Top 100 Transit Fleets

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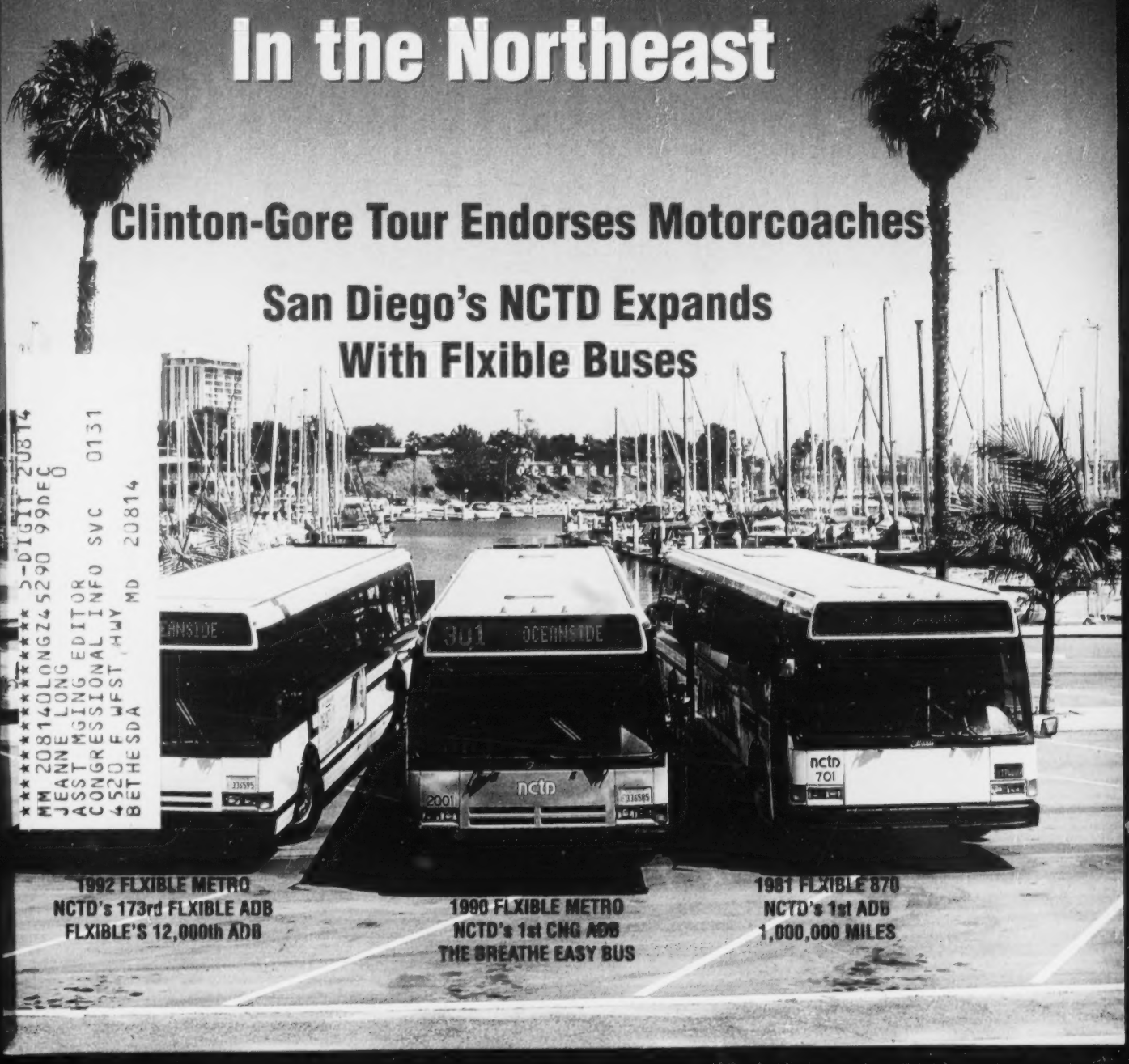
## Commuter Rail on the Rise In the Northeast

## Clinton-Gore Tour Endorses Motorcoaches

## San Diego's NCTD Expands With Flxible Buses




1992 FLXIBLE METRO
NCTD's 173rd FLXIBLE ADB
FLXIBLE'S 12,000th ADB

1990 FLXIBLE METRO
NCTD's 1st CNG ADB
THE BREATHE EASY BUS

1981 FLXIBLE 870
NCTD's 1st ADB
1,000,000 MILES

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SEPTEMBER / OCTOBER 1992

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*Commuter rail marketed in the Northeast.*

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*Cover photo of Flxible buses at the North County Transit District in Oceanside, CA.*


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# Drug Testing Rules Due From FTA; More Will Be Required of Agencies

## Transit substance abuse is less than in the general population.

The federal government plans to require transit agencies to test for more drugs rather than fewer.

That prediction is from Susan Schruth, attorney adviser for the Federal Transit Administration (FTA), which is promulgating new rules for drug and alcohol testing.

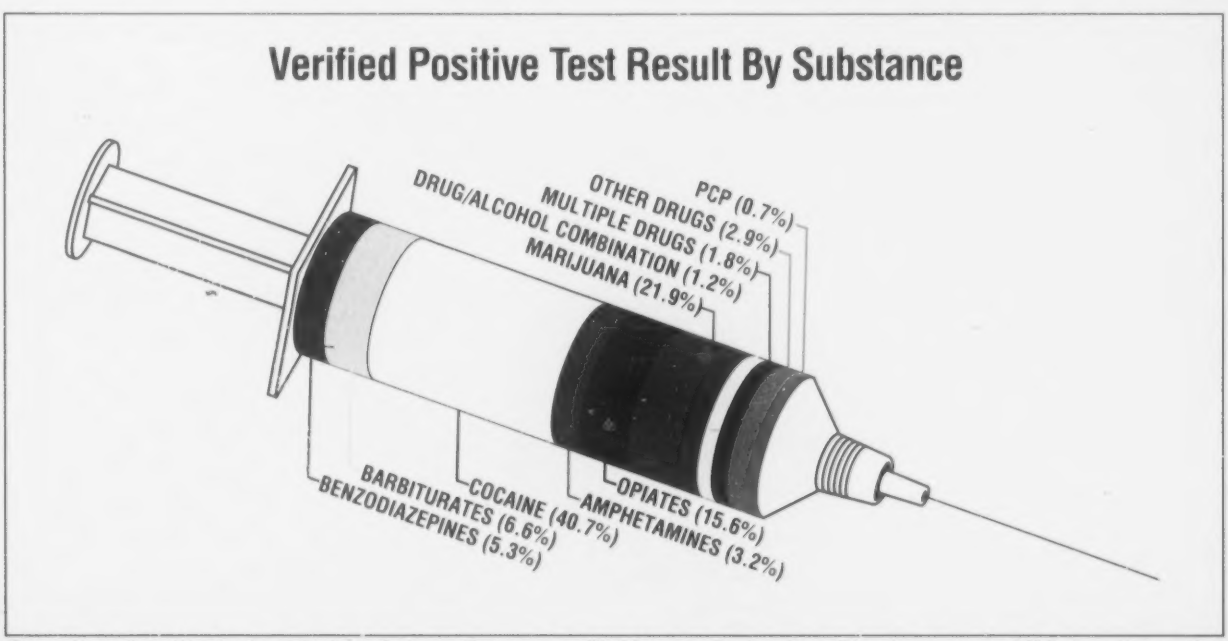
*Susan Schruth says more testing will be required.*

Schruth, speaking at the American Public Transit Association's Midyear Leadership and Professional Development Conference in Long Beach, CA, said when the rules finally do come out, transit agencies can probably count on this:

- Rehabilitation — something unions wanted — must be addressed.
- Split urine samples required in case an employee isn't satisfied with the results of the first test; a second can be done at another laboratory.
- Identify employees for suspension or dismissal.
- Periodic, random and post-accident testing, with no distinction if drugs were taken on the job or while off duty.
- Testing for safety-sensitive employees including mechanics and maintenance workers.

Schruth said the new rules will be more uniform than those issued in 1988. The new rules will also mandate testing for alcohol, not now in effect for transit, and probably what Schruth calls the "big five" — marijuana, cocaine, opiates, PCP and amphetamines.

(The new rules are exempt from President Bush's moratorium on new regulations because they are mandated by statute. However, a logjam of paperwork has descended on federal agencies, which are poring over existing rules to see which can be discontinued or modified. Neil Eisner, assistant general counsel for the federal Department of Transportation, says it will be difficult to have the new drug and alcohol rule ready by its October deadline, "but every effort will be made." He notes that before the proposed rule can be finalized it will be scrutinized by the Office of Management and Budget, Department of Health and Human Services and perhaps the Justice Department.)




*Proportion of positive test results by substance that were verified by a medical review officer in a survey of U.S. transit agencies. SOURCE: Booz, Allen & Hamilton Inc.*

### Less abuse in transit

"Drug abuse is lower in transit than in the general population, even though you would expect more in transit with the large number of young males employed there," according to APTA panelist Donald Schneck, an associate at consultants Booz, Allen & Hamilton Inc. in Philadelphia.

His company did two drug and alcohol surveys for FTA. One targeted the 400 largest U.S. transit agencies (306 responded). The other interviewed 2,000 agency employees around the nation.

*Donald Schneck says some agencies test for 20 drugs.*

"Most transit managers saw no drug-abuse problem," Schneck said, "and believed alcohol was the biggest problem, even though there is more testing for drugs than alcohol." He noted that some agencies test for up to 20 drugs.

Results of the surveys show: Employee substance abuse was noted as a contributing factor in a small proportion of the reported major accidents; and testing programs inhibit drug use.

Schneck said one problem in tackling drugs is defining "use" and "abuse."

## Drug, alcohol rules will have force of law

BY THOMAS R. KURZ

On Oct. 28, 1991, President Bush signed into law the transportation appropriations bill, including two amendments on drug and alcohol testing.

KURZ

Also known as the Hollings-Danforth Bill, the Omnibus Transportation Employee Testing Act of 1991 (Public Law 102-143 Oct. 28, 1991), requires drug and alcohol testing of mass transit workers. The bill was quickly passed into law following the Aug. 28 New York City subway crash that killed five people and injured more than 100.

The new law requires the Department of Transportation (DOT) to issue regulations within 12 months to establish a program to conduct pre-employment, reasonable suspicion, random and post-accident drug and alcohol testing of mass transportation employees in safety-sensitive positions. The regulations will apply to all mass transportation operations which receive federal funds and to all interstate and intrastate motor carriers which transport more than 15 passengers or operate vehicles larger than 25,000 lbs.

*Kurz is director of marketing and planning at Northwest Toxicology, a drug testing laboratory in Salt Lake City.*

Mass transit workers were originally included in DOT mandatory drug testing regulations but were blocked by an order from the U.S. Court of Appeals for the District of Columbia Circuit in January 1990 on the grounds the Urban Mass Transit Authority (UMTA) did not have authority to mandate safety regulations for local mass transit. The new law provides UMTA, now the Federal Transit Administration, with the authority to mandate drug testing and prohibits state or local governments from adopting laws, rules, regulations or ordinances which would limit FTA's authority in this matter.

The secretary of transportation is developing a proposed rulemaking for the new law. Dr. Donna Smith of the Office of the Secretary said that with some exceptions, most DOT drug testing regulations now in place "will remain basically intact."

### Testing for alcohol

The most significant changes to current DOT testing is the inclusion of mass transit, and the requirement for alcohol testing. The new law also changes drug testing in transportation from an executive regulatory issue to a statute with enforcement as a matter of law. As a law, the program can no longer be changed by the will of the secretary of transportation — it requires a congressional amendment. As a statute, it ensures the stability of the testing program.

The new law applies to testing for substances under section 102(6) of the Controlled Substances Act (21 USC 802(6)). DOT officials have indicated that mass transit workers will be tested for alcohol, marijuana, cocaine, opiates, amphetamines and phencyclidine (PCP). Consequently, mass transit workers will be tested for five drugs plus alcohol.

DOT is currently assessing the testing method to be used under the law. Blood and breath alcohol are mentioned in the statute but not specified.

The law also mandates that urine samples be subdivided into two split specimens "so that in the event the individual's confirmation test results are positive, the individual has an opportunity to have the retained portion assayed by a confirmation test done independently at a second certified laboratory if the individual requests." DOT programs currently account for about 20,000 to 30,000 split samples per year. The new law is estimated to increase that volume to about five million per year.

It was estimated that a proposed rule would be published in the *Federal Register* during the second quarter of 1992. The final rule, due Oct. 28, 1992, is expected to modify the current Transportation Workplace Drug Testing Programs (49 CFR Part 40).

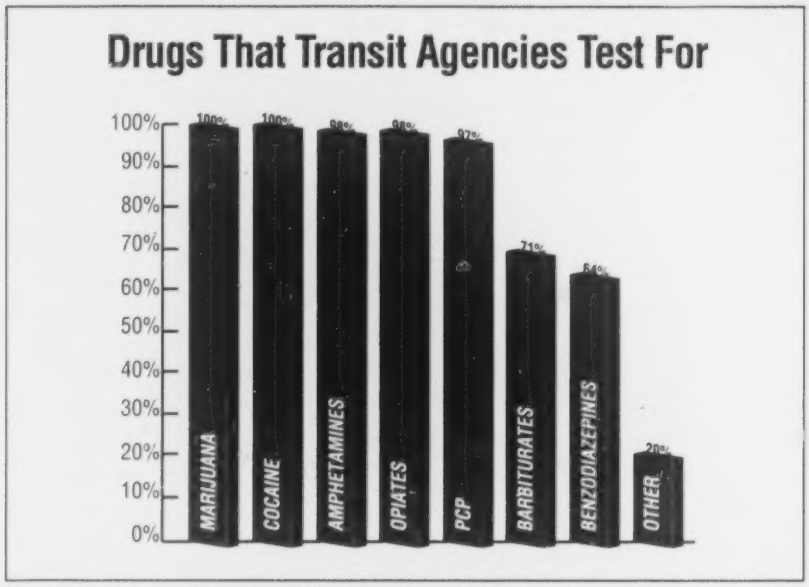
### SEPTA begins testing

The Southeastern Pennsylvania Transportation Authority (SEPTA) in Philadelphia began random testing in 1989 following "catastrophic rail accidents in the '80s" in which train crews were "dirty," according to Dr. Richard Press.

■

**"Drug abuse is lower in transit than in the general population."**
—Donald Schneck
Booz, Allen & Hamilton Inc. associate

■




*Percentage of transit systems with drug testing that test for selected substances, from a survey of the 400 largest U.S. systems. SOURCE: Booz, Allen & Hamilton Inc.*

Press, SEPTA's medical director, told the APTA seminar that 6,800 of the agency's employees are subject to testing; the positive test rate is 2.34 percent. The consequence of the first positive test, Press said, is treatment; the second positive test means the employee is fired.

The SEPTA program has three parts — education, treatment and testing:

In the education section, employees get direct mailings about the program, supervisors are trained and wellness program modules are set up.

In the treatment section, an in-house psychologist keeps confidential records for worker referral to an employee assistance plan (EAP). An outside EAP vendor takes care of inpatient rehabilitation and detoxification. There is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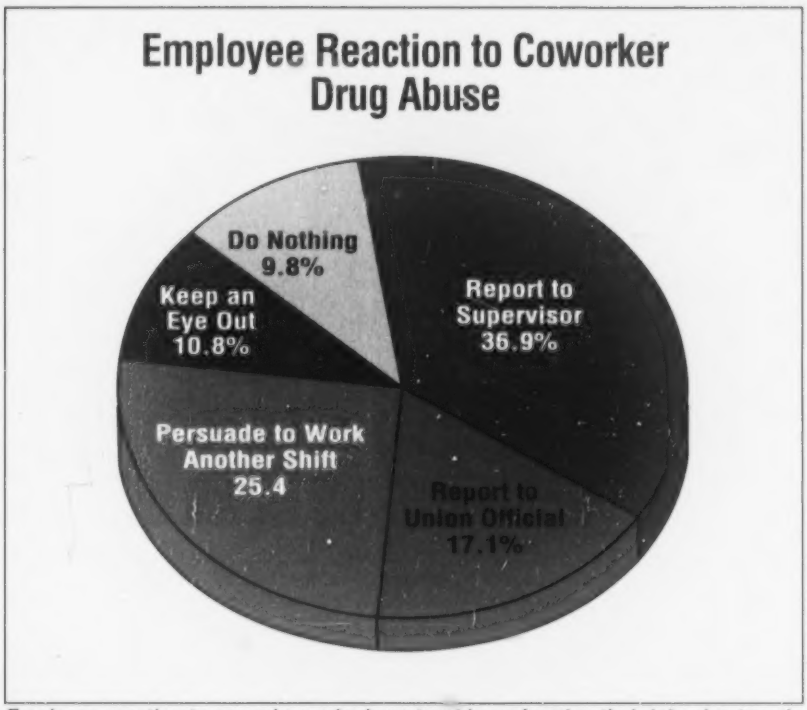
Employee Reaction to Coworker Drug Abuse
Do Nothing 9.8%
Report to Supervisor 36.9%
Keep an Eye Out 10.8%
Persuade to Work Another Shift 25.4
Report to Union Official 17.1%

*Employee reaction to coworkers who have trouble performing their jobs due to substance abuse. Information is from a survey of 2,000 safety-sensitive workers randomly selected at the 100 largest U.S. transit agencies. SOURCE: Booz, Allen & Hamilton Inc.*

also follow-up testing.

In the testing section, a medical review officer (MRO) is hired. (Press noted a cottage industry is developing for MROs. He said their credentials should be checked.) A central in-house collection site and a multi-drug urine test panel were established.

Press said SEPTA tests in these categories: new hires, pre-placement, transfers, periodic, for cause, random and treatment follow-up.

**"If the chain of custody is broken, you don't have a test."**
—Dr. Richard Press
SEPTA medical director

He said the "chain of custody" of test samples must be strict. The documentation procedure must be flawless from the time the donor gives the sample until it gets to the lab, even if it costs more, Press said. That includes the locked refrigerator where the sample is stored, the courier who takes it to the lab, people who have access to the sample at the lab and the lab report itself.

Press said elements of documentation include the random selection list, notice to employee, drug and alcohol documentation sheet, food and drug disclosure, chain of custody, breathalizer printout and lab reports.

"If the chain of custody is broken, you don't have a test," Press said.

Press noted that SEPTA goes as far as pasting a strip thermometer at the bottom of a specimen jar used to collect urine samples. That insures the specimen received is the correct body temperature, not a sample that the worker collected ahead of time.

## MSBA begins testing

Many transit agencies have been testing for substance abuse for some time. Others have begun testing more recently.

The Metropolitan Suburban Bus Authority (MSBA) in Garden City, NY, in agreement with its union, earlier this year began a new random drug and alcohol testing program for all transportation, maintenance and operations workers. It is similar to a program the agency began in 1989 to fulfill federal regulations.

A computer randomly selects employees to be tested. At least 25 percent of those subject to testing will be tested yearly. Employees arriving for testing must provide photo identification or be identified by two MSBA managers. The workers will take a breathalizer test and produce a urine sample. The program will detect an alcohol reading of 0.04, illegal drugs and drugs not reported to the MSBA medical department.

"It's important to realize that this program is not being implemented as a disciplinary action," says Michael Capone, MSBA's labor relations assistant.

## RTD has strict program

"We have one of the strictest drug and alcohol policies in the country, and the results from it have been impressive," says Gayel Pitchford, personnel director at the Southern California Rapid Transit District (RTD) in Los Angeles.

She says her most satisfying accomplishment at the RTD has been implementing its drug and alcohol abuse policy that went into effect in 1985. Positive drug tests among RTD employees have dropped from a high of 20 percent in 1985 to less than two percent today.

*Gayel Pitchford: Drug Abuse has dropped from 20 percent at SCRTD.*

"Others in the transit industry are now coming to us to help them set up their programs," Pitchford says.

Private bus companies are in compliance with federal drug testing regulations, according to Susan Perry, vice president for government relations at the American Bus Association. The Federal Highway Administration administers the program for private bus companies.

The U.S. Department of Transportation has a hotline for questions on drug testing (800/225-3784) open 24 hours a day, seven days a week for touch-tone phones. M



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# *METRO's* Top 100 Transit Bus Fleets

## Exclusive survey finds more buses, privatization doubling.

North America's top transit bus fleets, while remaining fairly steady from last year, show signs of advancement.

The total number of buses — including articulated and trolleybuses — for North America's Top 100 Transit Bus Fleets in the ninth annual *METRO Magazine* survey stands at 52,900 as of July 1. That's 420 more buses than in last year's survey, an increase of just under one percent.

But even at a time of decreasing ridership caused by the recession, and uncertainty of government funding, buses remain at the core of transit agency itineraries into the next century. The fallout from a transit explosion now under way — prompted by the Clean Air and Americans With Disabilities acts, the rail Renaissance and booming population — will begin to settle. The question is when.

The Top 100 reported they plan to rehabilitate 654 buses in 1993. They also report they plan to buy 4,833 buses of assorted lengths next year, more than in each of the past few years. Extrapolate from the several hundred agencies not included in the Top 100 and that *could* mean the long-awaited boom in bus production.

There could be opportunity for more privatization. Our survey found that 4,778 transit agency buses, nine percent, were run by private companies under contract to the agencies. That's more than double the percentage from last year.

Another area for growth is with alternative fuels. The American Public Transit Association (APTA) reports that nearly four percent of the nation's transit bus and van fleet currently runs on alternative fuels or "clean diesel" technology, a "figure that will double in only a few years." Of the 52,752 vehicles identified in an APTA survey, 2,156 use some form of alternative fuel, including natural gas, electricity, kerosene, methanol, propane and diesel with traps.

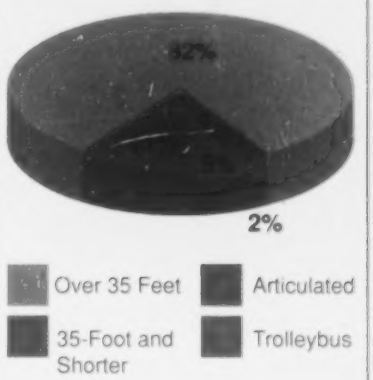
| | |
|---|---|
| 1. +88 | Omnitrans<br>San Bernardino, CA |
| 2. +77 | Milwaukee County Transit<br>Milwaukee, WI |
| 3. +53 | Long Beach Transit<br>Long Beach, CA |
| 4. +44 | Alameda-Contra Costa County Transit<br>Oakland, CA |
| 5. +40 | Calgary Transit<br>Calgary, AB |

***Transit agencies which increased fleet size the most in 1992.***

| | |
|---|---|
| 1. -328 | Dallas Area Rapid Transit<br>Dallas, TX |
| 2. -147 | Toronto Transit Commission<br>Toronto, ON |
| 3. -110 | Southeastern Pa. Trans. Authority<br>Philadelphia, PA |
| 4. -105 | Metro Atlanta Rapid Transit<br>Atlanta, GA |
| 5. - 99 | Orange County Transit Authority<br>Garden Grove, CA |

***Transit agencies which decreased fleet size the most in 1992.***

**Percentage of Types of Buses In The Top 100 Transit Bus Fleet**




The top five agencies in the *METRO* survey maintained their positions from last year, with the New York City Transit Authority (NYCTA) the leader with 3,465 buses, 504 more than No. 2, just across the Hudson River, New Jersey Transit, with 2,934 buses. Five years ago, in fact, the top four were the same as this year. NYCTA reported 3,666 buses in *METRO's* 1987 survey, 201 fewer than this year.

North America's top transit fleets are collectively getting larger, even though this year's survey reported 735 buses added to fleets at agencies whose fleets grew, vs. 1,988 buses lost at agencies which reported smaller fleets, for a net loss of 1,253. But as new agencies joined the list and others moved up in rank, the cutoff changed. Last year an agency needed 106 buses to make our list. This year the cutoff was 124.

Predicted for next year's survey: more total buses, more alternate fuel buses, more privatization. •

# LARGEST 100 TRANSIT BUS FLEETS

| Rank | | Transit Authority, City | Fleet Mix | | | | Fleet Size | |
|---|---|---|---|---|---|---|---|---|
| '92 | '91 | Agency Listing | 35 Ft. & Under | Over 35 Ft. | Artic-ulated | Trolley-bus | *Contrac-ted | 1992 Total | ± Over 1991 |
| 1 | 1 | New York City Transit Authority<br>Brooklyn, NY | 0 | 3465 | 0 | 0 | 0 | 3465 | -57 |
| 2 | 2 | New Jersey Transit Corp.<br>Maplewood, NJ | 0 | 2828 | 106 | 0 | 1089 | 2934 | -28 |
| 3 | 3 | Southern California Rapid Transit District<br>Los Angeles, CA | 76 | 2353 | 0 | 0 | 0 | 2429 | -89 |
| 4 | 4 | Chicago Transit Authority<br>Chicago, IL | 0 | 2025 | 145 | 0 | 0 | 2170 | 0 |
| 5 | 5 | Toronto Transit Commission<br>Toronto, ON | 140 | 1562 | 90 | 0 | 0 | 1792 | -147 |
| 6 | 7 | Montreal Urban Community Transit Corp.<br>Montreal, PQ | 0 | 1643 | 0 | 0 | 0 | 1643 | -13 |
| 7 | 6 | Southeastern Pennsylvania Transportation Authority<br>Philadelphia, PA | 38 | 1353 | 50 | 110 | 0 | 1551 | -110 |
| 8 | 8 | Washington Metropolitan Area Transit Authority<br>Washington, DC | 100 | 1317 | 76 | 0 | 0 | 1493 | -94 |
| 9 | 9 | Seattle Metro<br>Seattle, WA | 35 | 476 | 554 | 137 | 0 | 1202 | -61 |
| 10 | | New York City Dept. of Transportation<br>New York, NY | 18 | 1107 | 0 | 0 | 1125 | 1125 | |
| 11 | 10 | Massachusetts Bay Transportation Authority<br>Boston, MA | 85 | 952 | 0 | 50 | 0 | 1117 | 9 |
| 12 | 11 | Metropolitan Transit Authority of Harris County<br>Houston, TX | 116 | 873 | 50 | 0 | 18 | 1039 | 5 |
| 13 | 13 | Metropolitan Transit Commission<br>St. Paul, MN | 39 | 792 | 107 | 0 | 0 | 938 | -12 |
| 14 | 14 | Vancouver Regional Transit<br>Vancouver, BC | 3 | 628 | 21 | 244 | 31 | 924 | -7 |
| 15 | 16 | Mass Transit Administration<br>Baltimore, MD | 21 | 862 | 0 | 0 | 18 | 883 | 10 |
| 16 | 15 | Port Authority of Allegheny County<br>Pittsburgh, PA | 129 | 652 | 75 | 0 | 0 | 856 | -66 |
| 17 | 17 | San Francisco Muni<br>San Francisco, CA | 45 | 331 | 124 | 344 | 0 | 844 | -24 |
| 18 | 20 | Pace Suburban Bus Division of RTA<br>Arlington Heights, IL | 364 | 474 | 0 | 0 | 40 | 838 | 36 |
| 19 | 19 | Ottawa-Carleton Transportation Commission<br>Ottawa, ON | 30 | 631 | 164 | 0 | 9 | 825 | 1 |
| 20 | 23 | Alameda-Contra Costa Transit District<br>Oakland, CA | 151 | 601 | 54 | 0 | 0 | 806 | 44 |
| 21 | 24 | Regional Transportation District<br>Denver, CO | 119 | 582 | 89 | 0 | 79 | 790 | 33 |
| 22 | 18 | Greater Cleveland Regional Transit Authority<br>Cleveland, OH | 73 | 693 | 0 | 0 | 0 | 766 | -90 |
| 23 | 26 | Edmonton Transit<br>Edmonton, AB | 26 | 574 | 0 | 100 | 0 | 700 | -2 |
| 24 | 21 | Metropolitan Atlanta Rapid Transit Authority<br>Atlanta, GA | 63 | 579 | 45 | 3 | 0 | 690 | -105 |
| 25 | 12 | Dallas Area Rapid Transit<br>Dallas, TX | 0 | 650 | 30 | 0 | 370 | 680 | -328 |

*Represents number of buses in an agency's fleet operated under contract to the agency by a private company. Note: Some of the rankings from last year's chart, in the September October issue, have been changed for this year due to additional information received and recomputation of data.

# Largest 100 Transit Bus Fleets

| Rank | | Transit Authority, City | Fleet Mix | | | | | Fleet Size | |
|---|---|---|---|---|---|---|---|---|---|
| '92 | '91 | Agency Listing | 35 Ft. & Under | Over 35 Ft. | Artic-ulated | Trolley-bus | Contrac-ted | 1992 Total | ± Over 1991 |
| 26 | 22 | Orange County Transportation Authority<br>Garden Grove, CA | 273 | 396 | 0 | 0 | 246 | 669 | -99 |
| 27 | 25 | Bi-State Development Agency<br>St. Louis, MO | 144 | 495 | 0 | 0 | 13 | 639 | -70 |
| 28 | 32 | Milwaukee County Transit System<br>Milwaukee, WI | 24 | 533 | 40 | 3 | 0 | 600 | 77 |
| 29 | 27 | Calgary Transit<br>Calgary, AB | 60 | 538 | 0 | 0 | 0 | 598 | 40 |
| 30 | 31 | Metro-Dade Transit Agency<br>Miami, FL | 15 | 549 | 0 | 0 | 0 | 564 | 26 |
| 31 | 29 | Detroit Department of Transportation<br>Detroit, MI | 17 | 526 | 14 | 0 | 0 | 557 | 5 |
| 32 | 33 | Tri-County Metropolitan Transportation<br>Portland, OR | 194 | 276 | 86 | 0 | 0 | 556 | 33 |
| 33 | 30 | Santa Clara County Transit District<br>San Jose, CA | 97 | 445 | 0 | 0 | 0 | 542 | 0 |
| 34 | 28 | VIA Metropolitan Transit<br>San Antonio, TX | 380 | 149 | 0 | 0 | 0 | 529 | -28 |
| 35 | 35 | Honolulu Public Transit Authority<br>Honolulu, HI | 30 | 437 | 8 | 0 | 0 | 475 | -8 |
| 36 | 36 | Regional Transit Authority<br>New Orleans, LA | 42 | 418 | 0 | 0 | 0 | 460 | -13 |
| 37 | 37 | Suburban Mobility Authority for Regional Transit<br>Detroit, MI | 211 | 226 | 0 | 0 | 35 | 437 | -12 |
| 38 | 34 | Utah Transit Authority<br>Salt Lake City, UT | 27 | 383 | 0 | 8 | 0 | 418 | -98 |
| 39 | 40 | Niagara Frontier Transit Authority<br>Buffalo, NY | 9 | 360 | 0 | 27 | 0 | 396 | 27 |
| 40 | 39 | Southwest Ohio Regional Transit Authority<br>Cincinnati, OH | 0 | 379 | 0 | 0 | 0 | 379 | 0 |
| 41 | 38 | Connecticut Transit<br>Hartford, CT | 17 | 357 | 0 | 0 | 0 | 374 | -46 |
| 42 | 42 | City of Phoenix Transit System<br>Phoenix, AZ | 23 | 271 | 56 | 0 | 350 | 350 | 0 |
| 43 | 47 | Central Ohio Transit Authority<br>Columbus, OH | 68 | 274 | 0 | 0 | 0 | 342 | 27 |
| 44 | 44 | San Diego Transit<br>San Diego, CA | 3 | 289 | 44 | 0 | 0 | 336 | 3 |
| 45 | 45 | San Mateo County Transit District<br>San Carlos, CA | 89 | 163 | 79 | 0 | 90 | 331 | 0 |
| 46 | 41 | Westchester County Bee-Line System<br>White Plains, NY | 23 | 238 | 61 | 0 | 322 | 322 | -37 |
| 47 | 46 | Transit Authority of River City<br>Louisville, KY | 42 | 260 | 14 | 0 | 22 | 316 | -14 |
| 48 | 43 | Mississauga Transit<br>Mississauga, ON | 0 | 274 | 36 | 0 | 0 | 310 | -36 |
| 49 | 49 | Metropolitan Suburban Bus Authority<br>Garden City, NY | 20 | 285 | 0 | 0 | 0 | 305 | 0 |
| 50 | 50 | Liberty Lines Transit<br>Yonkers, NY | 0 | 239 | 61 | 0 | 0 | 300 | 0 |

# Largest 100 Transit Bus Fleets

| Rank | | Transit Authority, City | Fleet Mix | | | | | Fleet Size | |
|---|---|---|---|---|---|---|---|---|---|
| '92 | '91 | Agency Listing | 35 Ft. & Under | Over 35 Ft. | Artic-ulated | Trolley-bus | Contrac-ted | 1992 Total | ± Over 1991 |
| 51 | 48 | Rochester-Genesee Regional Transportation<br>Rochester, NY | 68 | 208 | 17 | 0 | 0 | 293 | -17 |
| 52 | 53 | Miami Valley Regional Transit Authority<br>Dayton, OH | 61 | 179 | 0 | 36 | 0 | 276 | 3 |
| 53 | 54 | Queens Surface Corp.<br>Flushing, NY | 13 | 260 | 0 | 0 | 0 | 273 | 10 |
| 54 | 56 | Golden Gate Transit<br>San Rafael, CA | 4 | 268 | 0 | 0 | 17 | 272 | 18 |
| 55 | 55 | Memphis Area Transit Authority<br>Memphis, TN | 31 | 207 | 20 | 0 | 24 | 258 | 1 |
| 56 | 51 | Kansas City Area Transportation Authority<br>Kansas City, MO | 24 | 228 | 0 | 0 | 0 | 252 | -23 |
| 57 | 57 | Capital District Transportation Authority<br>Albany, NY | 32 | 212 | 8 | 0 | 0 | 252 | 1 |
| 58 | 71 | Long Beach Transit<br>Long Beach, CA | 63 | 176 | 0 | 3 | 63 | 242 | 53 |
| 59 | 58 | Rhode Island Public Transit Authority<br>Providence, RI | 48 | 186 | 5 | 0 | 0 | 239 | -7 |
| 60 | 52 | Capital Metropolitan Transportation Authority<br>Austin, TX | 178 | 48 | 0 | 0 | 108 | 226 | -48 |
| 61 | 61 | Hamilton Street Railway Co.<br>Hamilton, ON | 0 | 195 | 15 | 15 | 0 | 225 | -5 |
| 62 | 60 | Societe de Transport de Ville de Laval<br>Laval, PQ | 0 | 219 | 0 | 0 | 20 | 219 | -12 |
| 63 | 62 | Montgomery County Ride-On<br>Rockville, MD | 216 | 0 | 0 | 0 | 0 | 216 | 0 |
| 64 | 64 | Toledo Area Regional Transit Authority<br>Toledo, OH | 147 | 64 | 0 | 0 | 0 | 211 | 6 |
| 65 | 67 | GO Transit<br>Toronto, ON | 0 | 203 | 0 | 0 | 0 | 203 | 2 |
| 66 | 66 | Triboro Coach Corp.<br>Jackson Heights, NY | 0 | 202 | 0 | 0 | 0 | 202 | 0 |
| 67 | 63 | Greater Richmond Transit Co.<br>Richmond, VA | 62 | 130 | 0 | 10 | 0 | 202 | -11 |
| 68 | 65 | Sacramento Regional Transit District<br>Sacramento, CA | 54 | 146 | 0 | 0 | 0 | 200 | -4 |
| 69 | - | Foothill Transit<br>West Covina, CA | 15 | 184 | 0 | 0 | 199 | 199 | - |
| 70 | 68 | Central New York Regional Transit Authority<br>Syracuse, NY | 33 | 164 | 0 | 2 | 0 | 199 | 0 |
| 71 | 59 | Indianapolis Public Transportation Corp.<br>Indianapolis, IN | 50 | 118 | 30 | 0 | 0 | 198 | -45 |
| 72 | 70 | Sun Tran of Tucson<br>Tucson, AZ | 41 | 152 | 0 | 3 | 0 | 193 | 2 |
| 73 | 69 | Broward County Mass Transit<br>Pompano Beach, FL | 0 | 190 | 0 | 0 | 18 | 190 | -1 |
| 74 | 74 | Hillsborough Area Regional Transit Authority<br>Tampa, FL | 0 | 182 | 0 | 0 | 0 | 182 | 0 |
| 75 | 73 | Madison Metro Transit System<br>Madison, WI | 20 | 160 | 0 | 0 | 0 | 180 | -4 |

# Largest 100 Transit Bus Fleets

| Rank | | Transit Authority, City | Fleet Mix | | | | | Fleet Size | |
|---|---|---|---|---|---|---|---|---|---|
| '92 | '91 | Agency Listing | 35 Ft. & Under | Over 35 Ft. | Artic-ulated | Trolley-bus | Contrac-ted | 1992 Total | ± Over 1991 |
| 76 | 76 | Societe de Transport de l'Ouatais<br>Hull, PQ | 4 | 176 | 0 | 0 | 0 | 180 | 10 |
| 77 | 72 | Pioneer Valley Transit Authority<br>Springfield, MA | 120 | 58 | 0 | 0 | 178 | 178 | 8 |
| 78 | - | Omnitrans<br>San Bernardino, CA | 88 | 90 | 0 | 0 | 95 | 178 | 88 |
| 79 | 75 | Metro Regional Transit Authority<br>Akron, OH | 157 | 15 | 0 | 1 | 0 | 173 | 2 |
| 80 | 86 | Tidewater Regional Transit<br>Norfolk, VA | 34 | 135 | 0 | 0 | 0 | 169 | 26 |
| 81 | 79 | Charlotte Transit System<br>Charlotte, NC | 0 | 155 | 10 | 0 | 0 | 165 | -2 |
| 82 | 84 | Jacksonville Transportation Authority<br>Jacksonville, FL | 29 | 121 | 9 | 1 | 0 | 160 | 9 |
| 83 | 77 | Transit Authority of the City of Omaha<br>Omaha, NE | 70 | 88 | 0 | 0 | 0 | 158 | -10 |
| 84 | 88 | Pinellas Suncoast Transit Authority<br>Clearwater, FL | 119 | 33 | 0 | 3 | 0 | 155 | 22 |
| 85 | 94 | Sun Metro<br>El Paso, TX | 28 | 118 | 0 | 6 | 18 | 152 | 30 |
| 86 | 80 | Pierce Transit<br>Tacoma, WA | 25 | 125 | 0 | 0 | 0 | 150 | -13 |
| 87 | 87 | North County Transit District<br>Oceanside, CA | 61 | 87 | 0 | 0 | 0 | 148 | 8 |
| 88 | 93 | WDW Transportation Systems<br>Lake Buena Vista, FL | 13 | 134 | 0 | 0 | 0 | 147 | 22 |
| 89 | 82 | Kitsap Transit<br>Bremerton, WA | 76 | 71 | 0 | 0 | 35 | 147 | -9 |
| 90 | 78 | Greater Hartford Transit District<br>Hartford, CT | 130 | 15 | 0 | 0 | 145 | 145 | -22 |
| 91 | 91 | Metropolitan Transit Authority<br>Nashville, TN | 25 | 91 | 15 | 13 | 0 | 144 | 17 |
| 92 | 81 | Spokane Transit Authority<br>Spokane, WA | 36 | 98 | 10 | 0 | 0 | 144 | -19 |
| 93 | 85 | Command Bus Co.<br>Brooklyn, NY | 0 | 141 | 0 | 0 | 0 | 141 | -5 |
| 94 | 90 | Santa Monica Municipal Bus Lines<br>Santa Monica, CA | 0 | 135 | 0 | 0 | 0 | 135 | 6 |
| 95 | 83 | Fort Worth Transportation Authority<br>Fort Worth, TX | 133 | 0 | 0 | 0 | 0 | 133 | -21 |
| 96 | 96 | Birmingham-Jefferson County Transit Authority<br>Birmingham, AL | 25 | 106 | 0 | 0 | 0 | 131 | 15 |
| 97 | 89 | Pace Northwest Division<br>Des Plaines, IL | 0 | 130 | 0 | 0 | 0 | 130 | 0 |
| 98 | 95 | Lynx (formerly Tri County Transit)<br>Orlando, FL | 70 | 51 | 2 | 5 | 1 | 128 | 8 |
| 99 | 92 | Sun Tran of Albuquerque<br>Albuquerque, NM | 90 | 35 | 0 | 0 | 0 | 125 | 0 |
| 100 | - | Delaware Administration for Regional Transit<br>Wilmington, DE | 0 | 124 | 0 | 0 | 0 | 124 | - |